

# Barnwell Road Potential Corridor Improvements Survey

## Executive Summary (as of 3 p.m. May 18)

- **Collector vs Arterial.** Approximately 85 percent of the respondents indicated a preference to maintain Barnwell Road's classification as a collector road.
- **Collector Option 1 (w/Roundabouts).** Approximately 32 percent of the respondents indicated that roundabouts are most appropriate.
- **Collector Option 2 (2/left turn lanes).** Approximately 22 percent of the respondents indicated that left turn lanes are most appropriate.
- **Collector Option 3 (w/medians).** Approximately 6 percent of the respondents indicated that medians are most appropriate.
- **Arterial (w/four lanes).** Approximately 77 percent of the respondents indicated that four lanes are not appropriate.
- **Leave Unchanged.** Approximately 36 percent of the respondents indicated that leaving the road unchanged is most appropriate.
- **Safety Issues most appropriate to address**

Speeding	Sight Distance	Narrow Lanes	Lack of Sidewalks/Trails
36%	30%	9%	24%

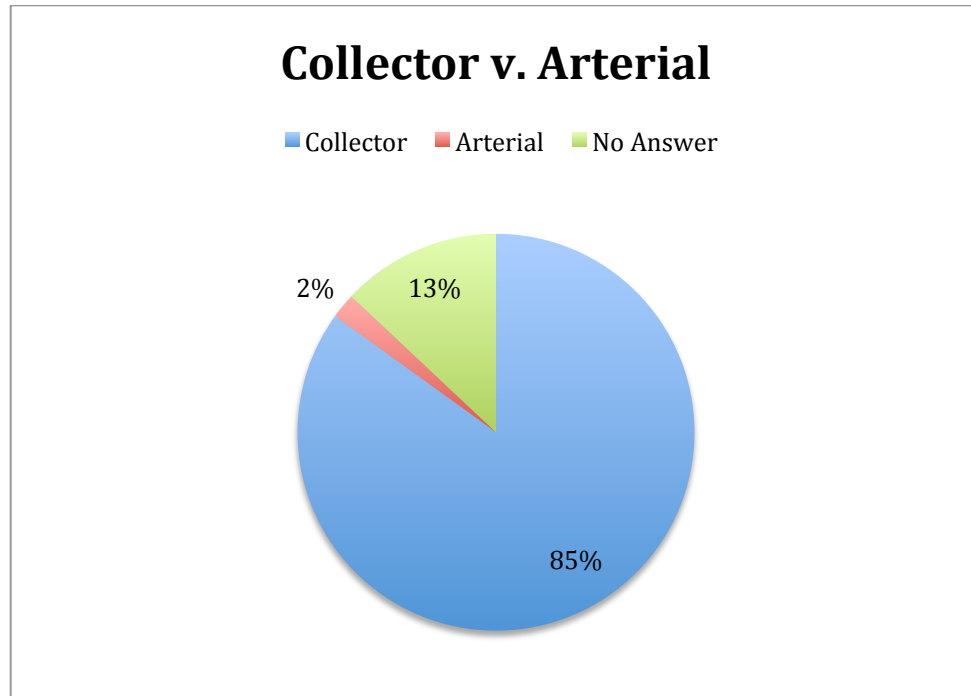
- **Preferred Traffic Control Method**

	Barnwell & Niblick	Barnwell & Glen Ferry	Barnwell & Rivermont
Roundabout	26.6%	26.0%	29.3%
Left Turn Lane	15.8%	33.6%	29.1%
Leave Unchanged	16.9%	36.2%	22.8%
Trim & Striping	34.4%		25.8%

- **Allow for 40 mph road (straighten curve).** Approximately 86 percent of the respondents are opposed to this option.
- **Potential Corridor Improvements**

	Bike Lanes	Trails	Sidewalks	Street Lighting	Landscaping	Pedestrian Bridge	Medians
Most Favorable	9%	7%	34%	24%	13%	4%	8%
Not Appropriate	30%	26%	16%	10%	15%	30%	52%

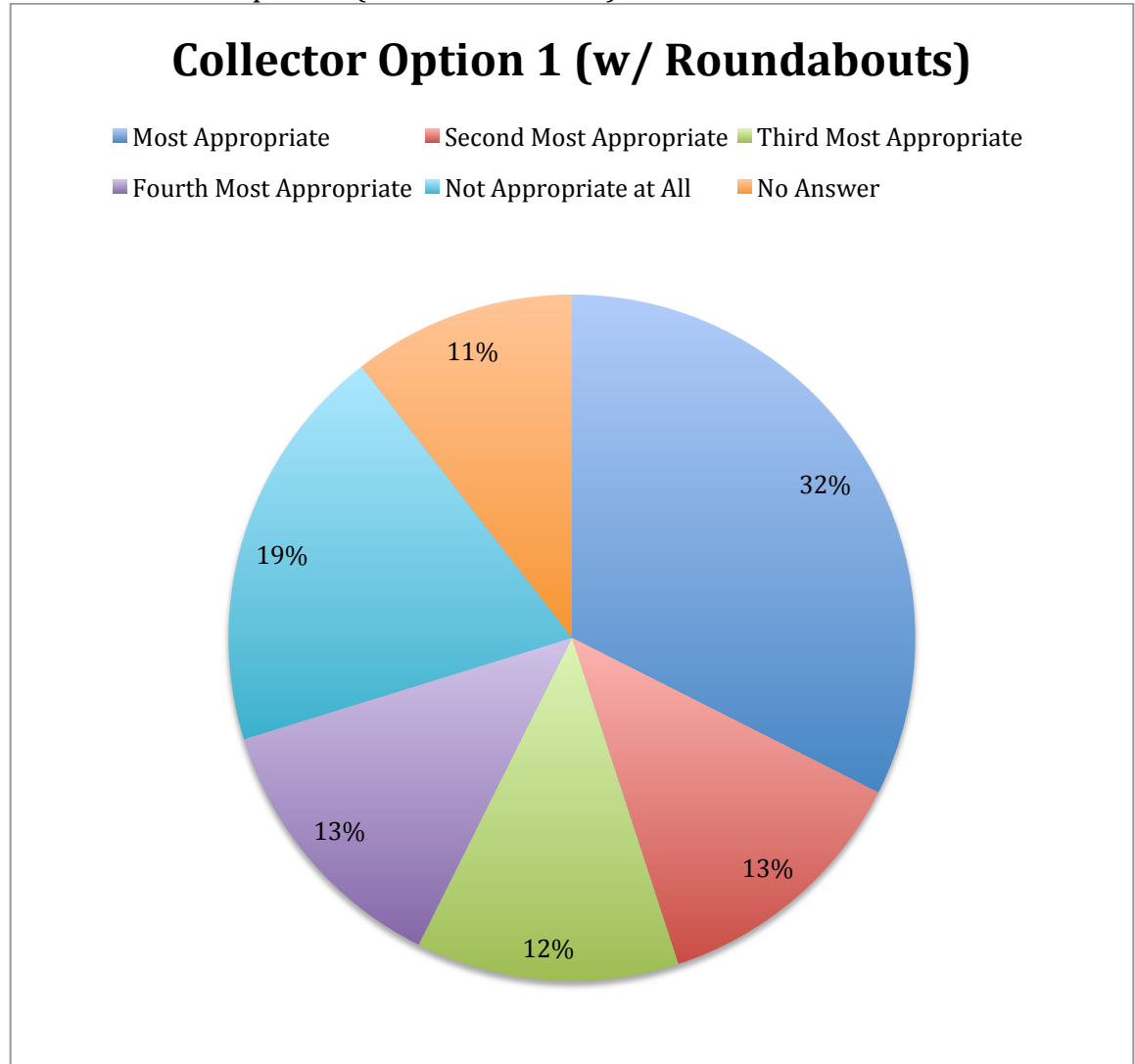
1. In your opinion, what would be the most appropriate classification for the Barnwell Road corridor?



Collector	Arterial	No Answer
542	13	83
84.8%	2.0%	13.0%

2. The City has created three potential corridor character proposals for Barnwell Road, please rank the options, using a scale of one (1) to five (5) with (1) as the most appropriate and (5) as the least appropriate.

a. Collector Option 1 (with roundabouts)

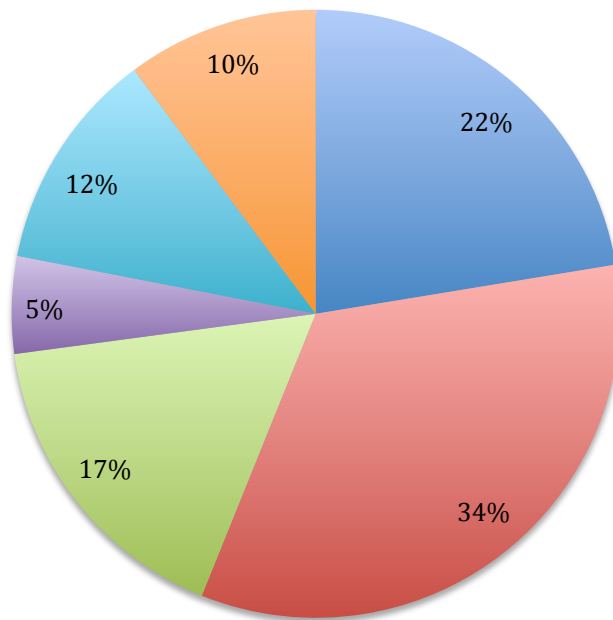


Most Appropriate	Second Most Appropriate	Third Most Appropriate	Fourth Most Appropriate	Not Appropriate at All	No Answer
207	80	79	82	123	67
32.4%	12.5%	12.4%	12.8%	19.2%	10.5%

b. Collector Option 2 (with left turn lanes)

### Collector Option 2 (w/ left turn lanes)

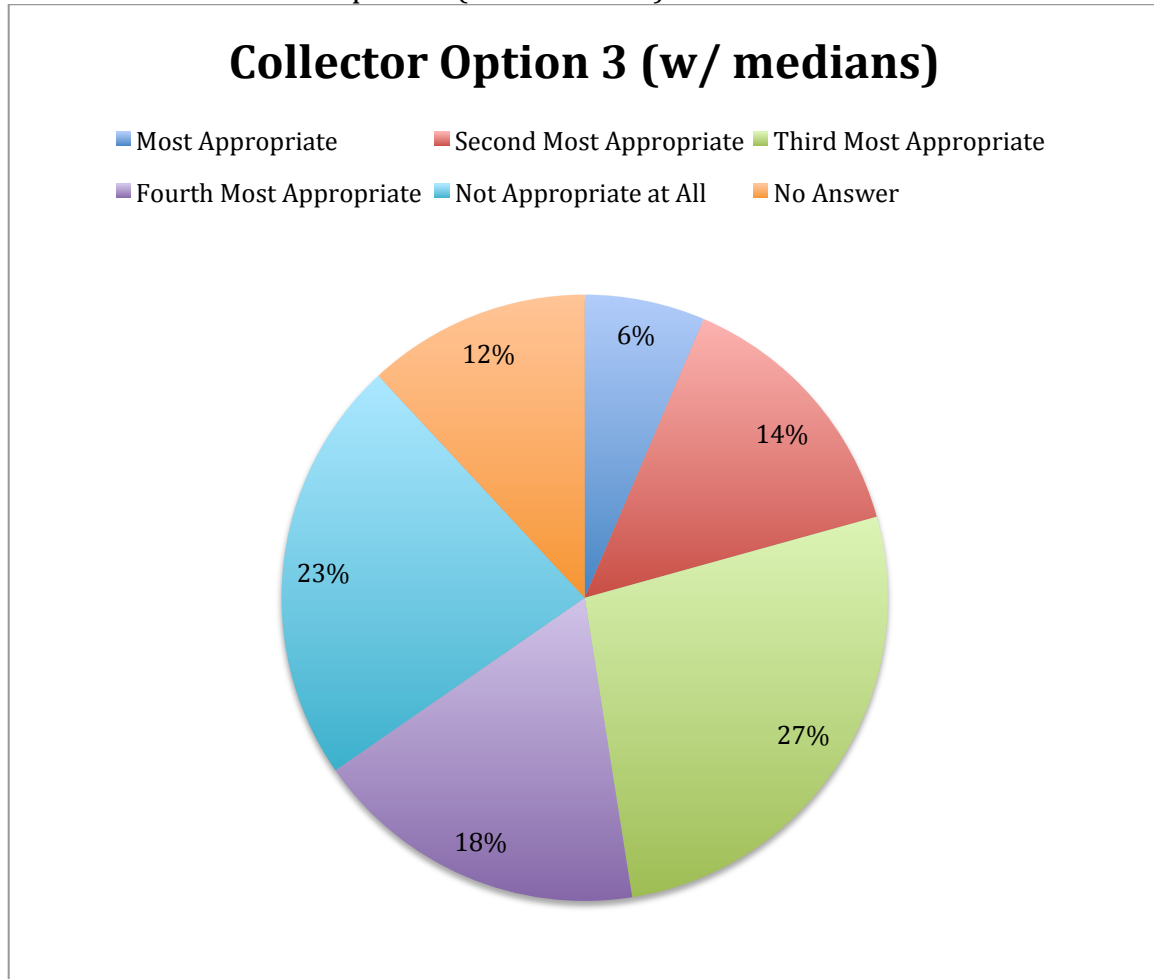
■ Most Appropriate      ■ Second Most Appropriate      ■ Third Most Appropriate  
■ Fourth Most Appropriate      ■ Not Appropriate at All      ■ No Answer



Most Appropriate	Second Most Appropriate	Third Most Appropriate	Fourth Most Appropriate	Not Appropriate at All	No Answer
143	215	107	33	75	65
22.4%	33.6%	16.7%	5.2%	11.7%	10.2%

(Question #2 continued.)

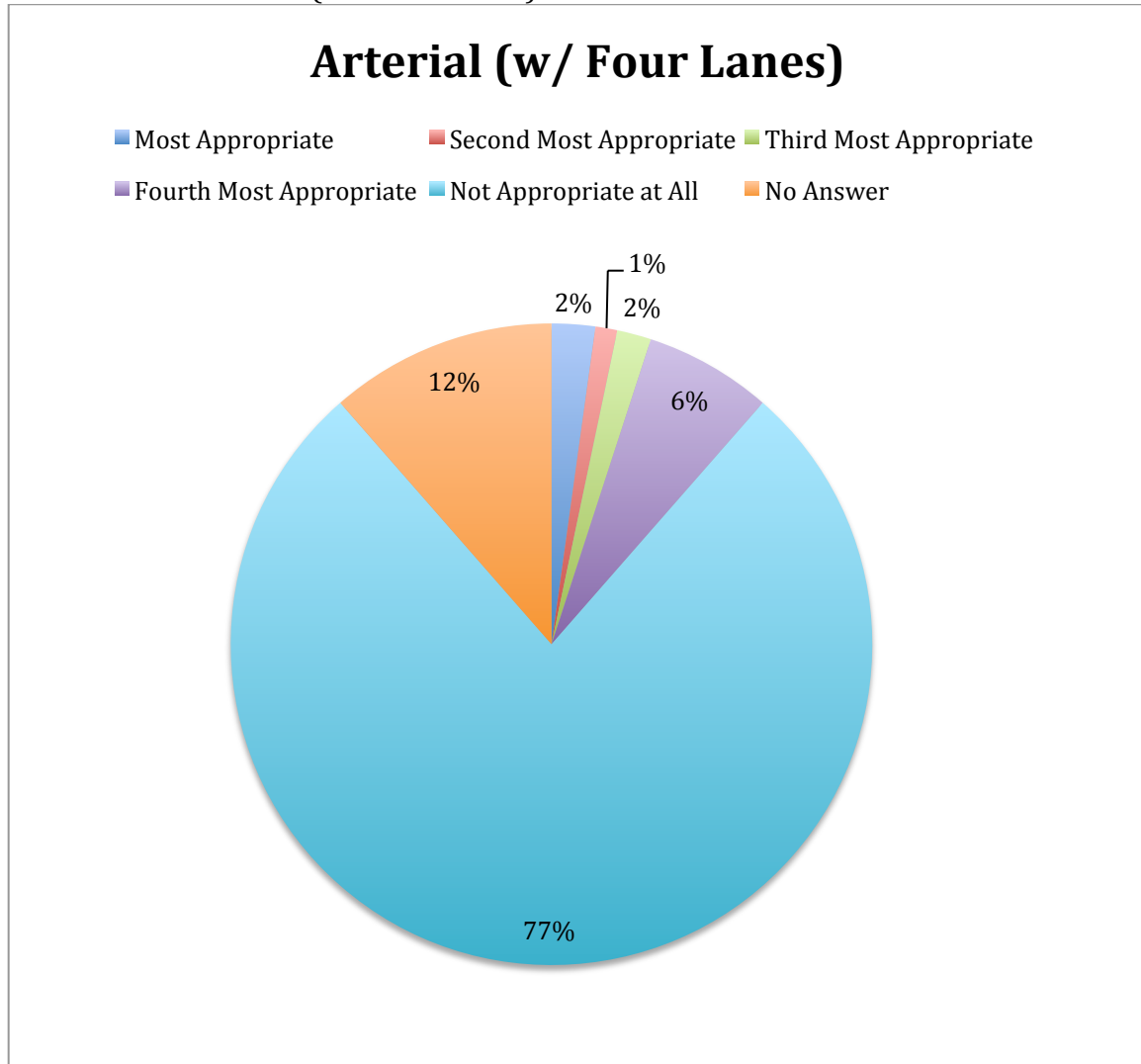
c. Collector Option 3 (with medians)



Most Appropriate	Second Most Appropriate	Third Most Appropriate	Fourth Most Appropriate	Not Appropriate at All	No Answer
41	91	171	114	145	76
6.4%	14.2%	26.8%	17.8%	22.7%	11.9%

(Question #2 continued.)

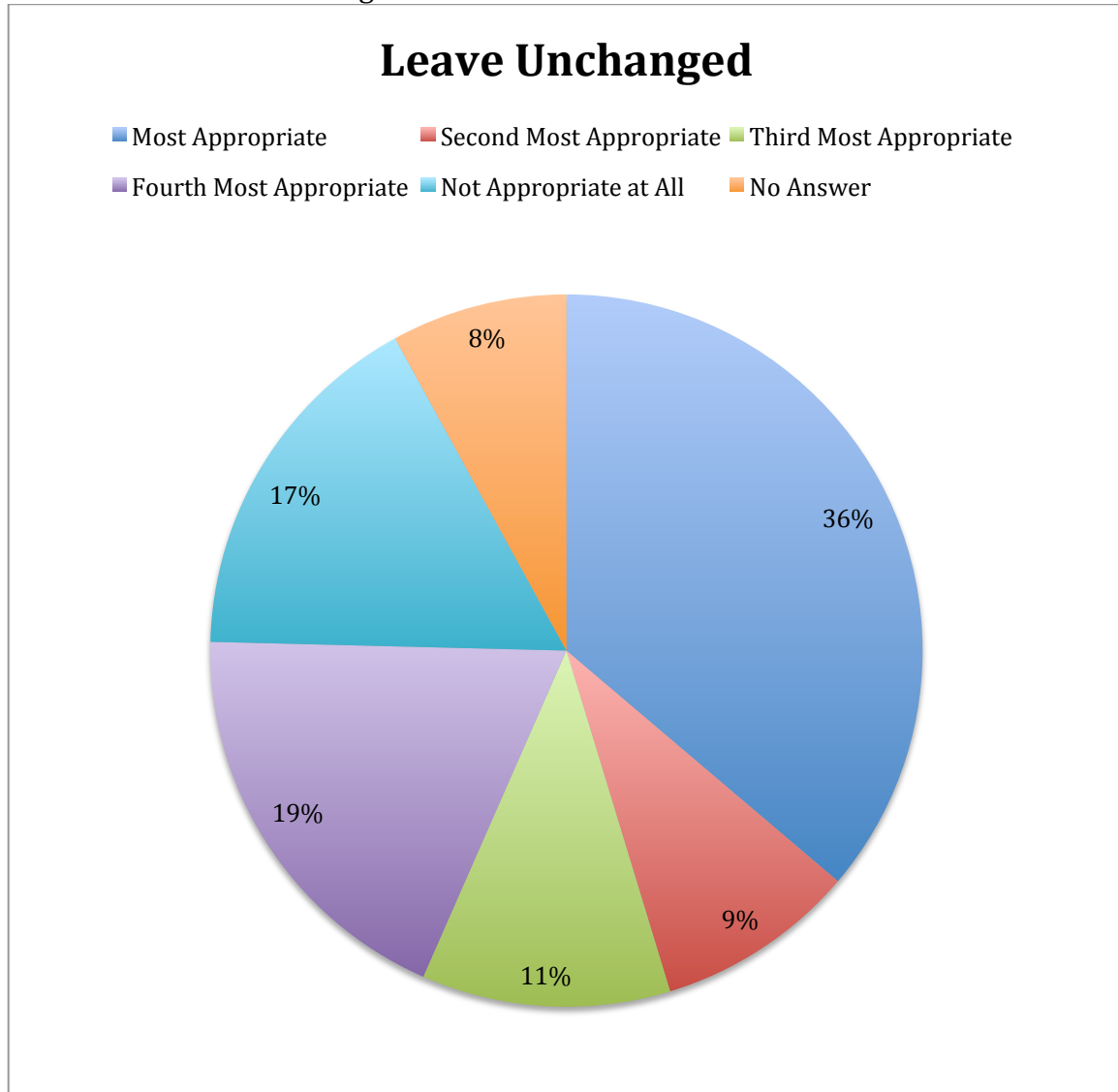
d. Arterial (with four lanes)



Most Appropriate	Second Most Appropriate	Third Most Appropriate	Fourth Most Appropriate	Not Appropriate at All	No Answer
14	7	11	41	492	73
2.2%	1.1%	1.7%	6.4%	77.0%	11.4%

(Question #2 continued.)

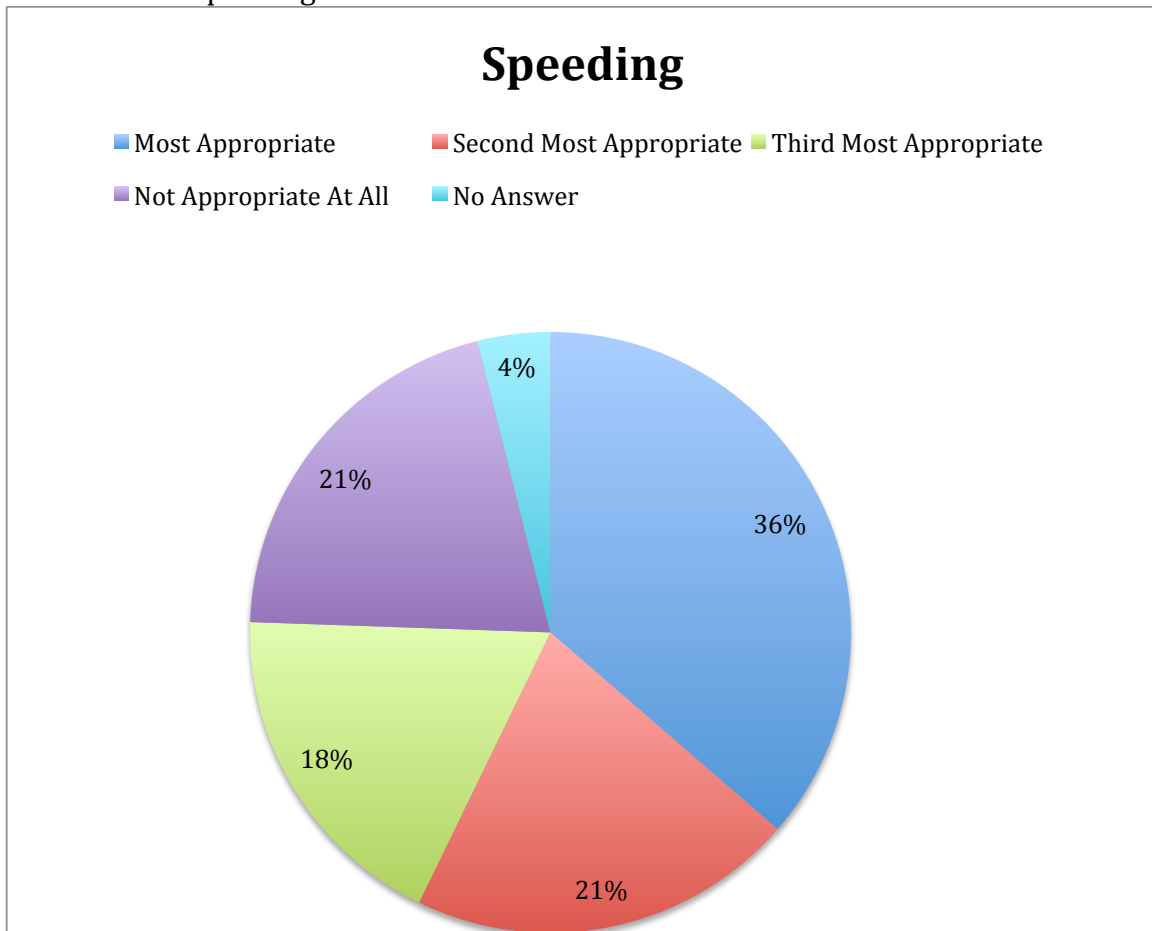
e. Leave Unchanged



Most Appropriate	Second Most Appropriate	Third Most Appropriate	Fourth Most Appropriate	Not Appropriate at All	No Answer
231	58	72	120	106	51
36.2%	9.1%	11.3%	18.8%	16.6%	8.0%

3. As a result of engineering analysis and community feedback, the City has identified the following roadway safety or amenity issues on Barnwell Road. Using a scale of one (1) to four (4) with (1) as the issue most important to correct and (4) not appropriate at all.

a. Speeding

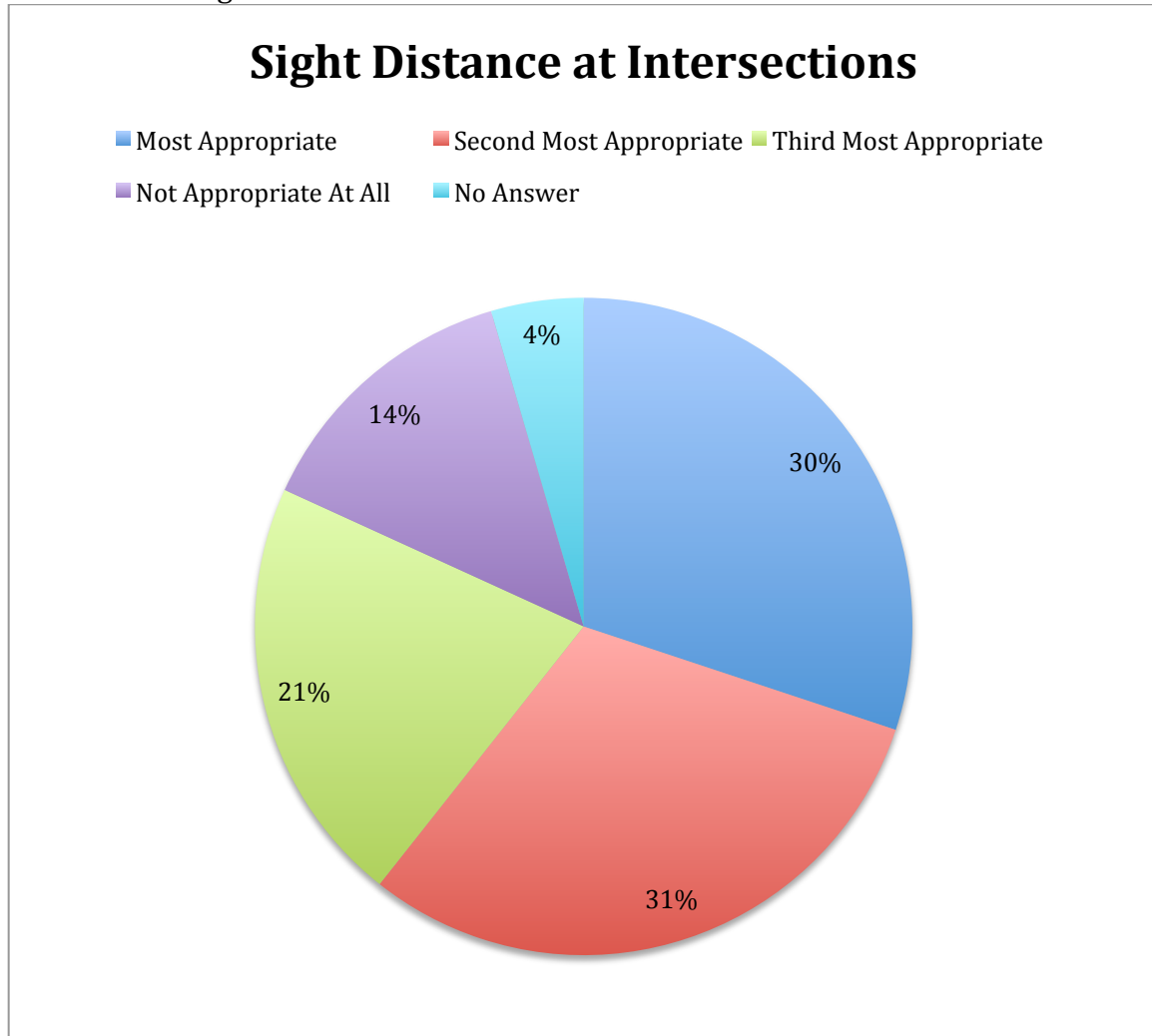


Most Appropriate	Second Most Appropriate	Third Most Appropriate	Fourth Most Appropriate	No Answer
232	133	117	131	25
36.3%	20.8%	18.3%	20.5%	3.9%



(Question #3 continued.)

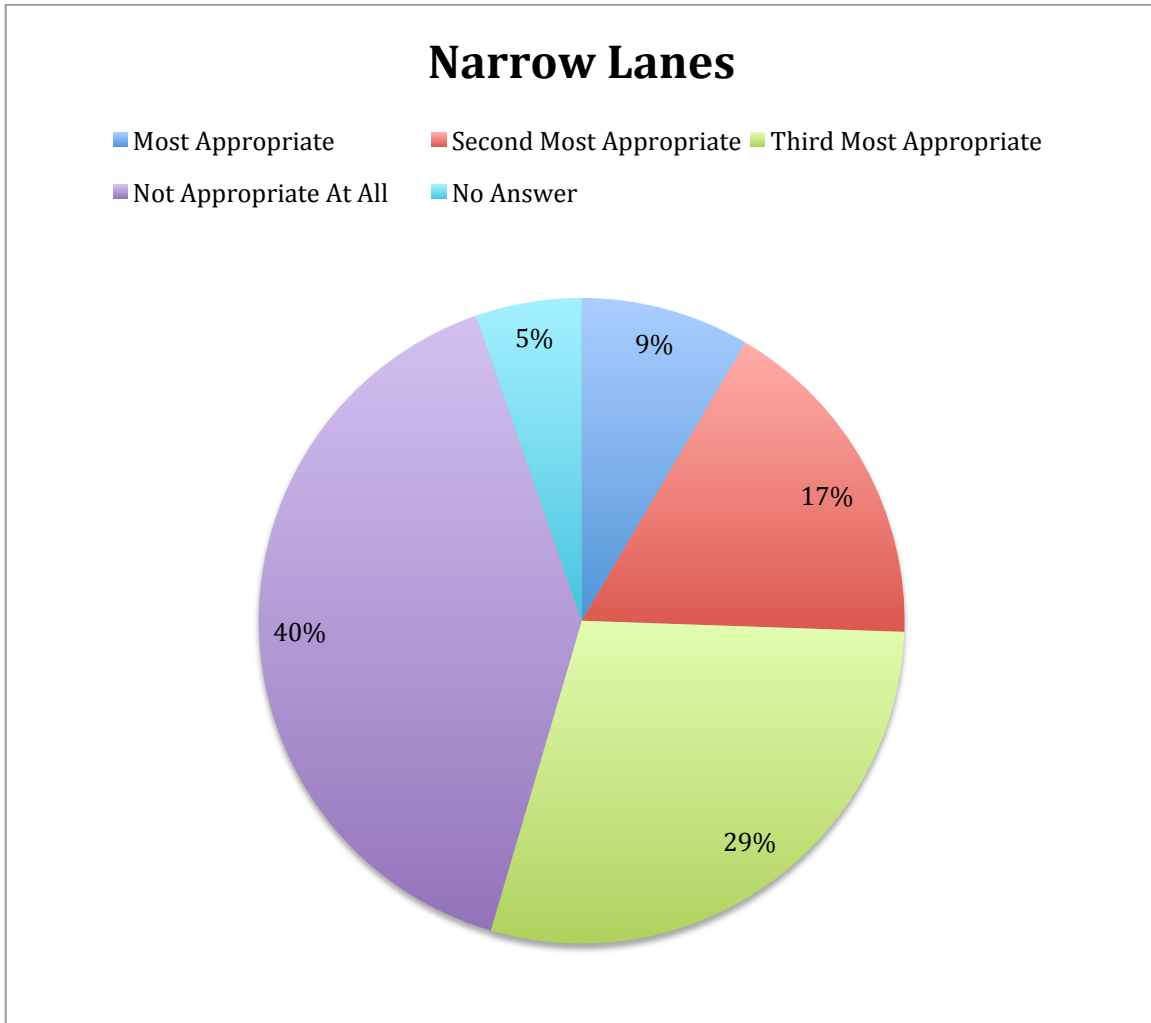
b. Sight Distance at Intersections



Most Appropriate	Second Most Appropriate	Third Most Appropriate	Fourth Most Appropriate	No Answer
192	195	135	87	29
30.0%	30.5%	21.1%	13.6%	4.5%

(Question #3 continued.)

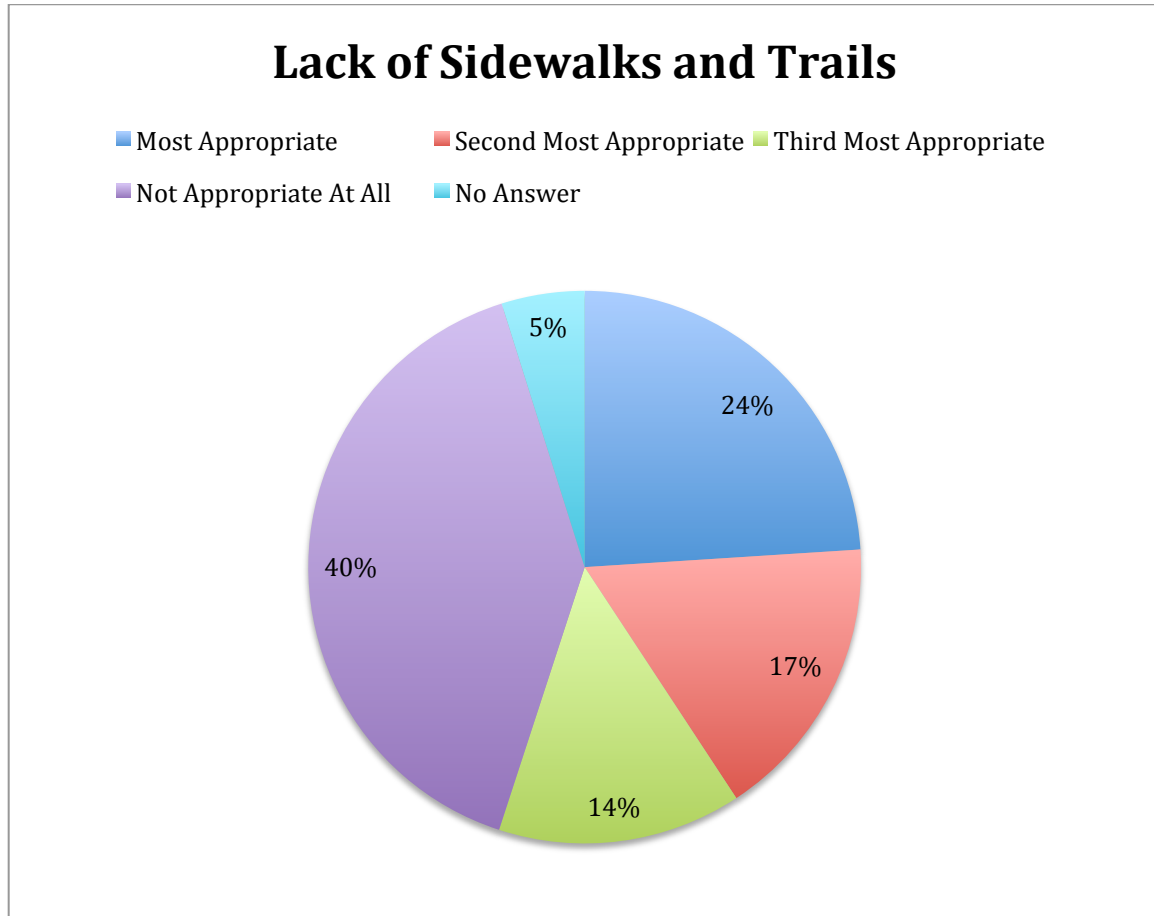
c. Narrow Lanes



Most Appropriate	Second Most Appropriate	Third Most Appropriate	Fourth Most Appropriate	No Answer
54	109	185	256	34
8.5%	17.1%	29.0%	40.1%	5.3%

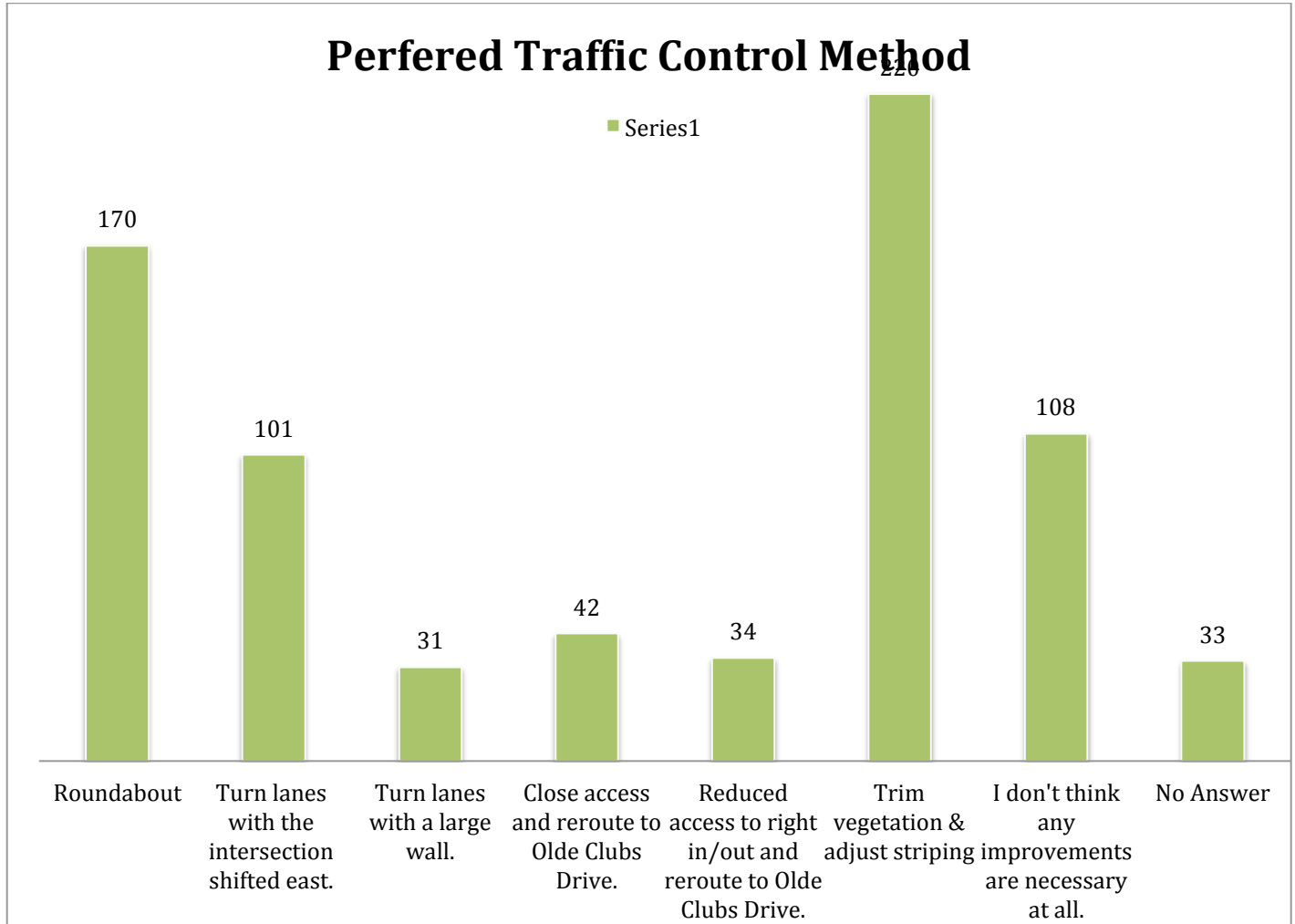
(Question #3 continued.)

d. Lack of sidewalks and trails



Most Appropriate	Second Most Appropriate	Third Most Appropriate	Fourth Most Appropriate	No Answer
153	107	91	256	31
23.9%	16.7%	14.2%	40.1%	4.9%

4. Using the links below for reference, please indicate which traffic control method you would prefer at the intersection off Barnwell and Niblick roads.

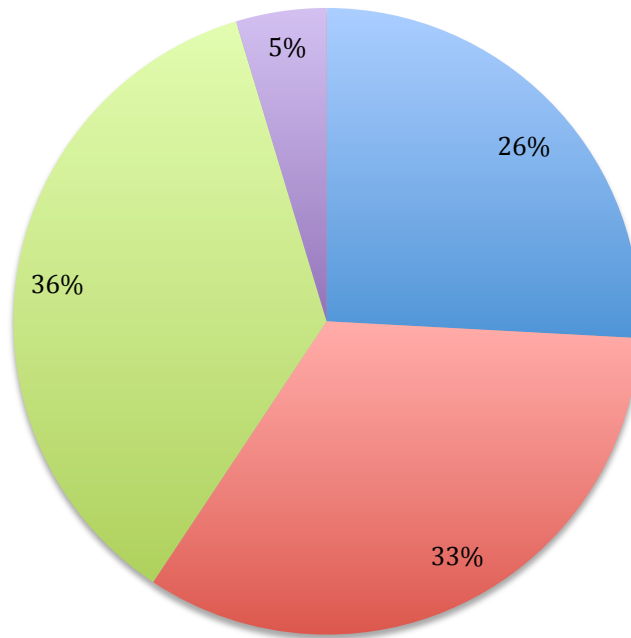


Roundabout	Turn lanes with the intersection shifted east.	Turn lanes with a large wall.	Close access and reroute to Olde Clubs Drive.	Reduced access to right in/out and reroute to Olde Clubs Drive.	Trim vegetation & adjust striping	I don't think any improvements are necessary at all.	No Answer
170	101	31	42	34	220	108	33
26.6%	15.8%	4.9%	6.6%	5.3%	34.4%	16.9%	5.2%

5. Please indicate which traffic control method you would prefer at the intersection of Barnwell and Glen Ferry roads.

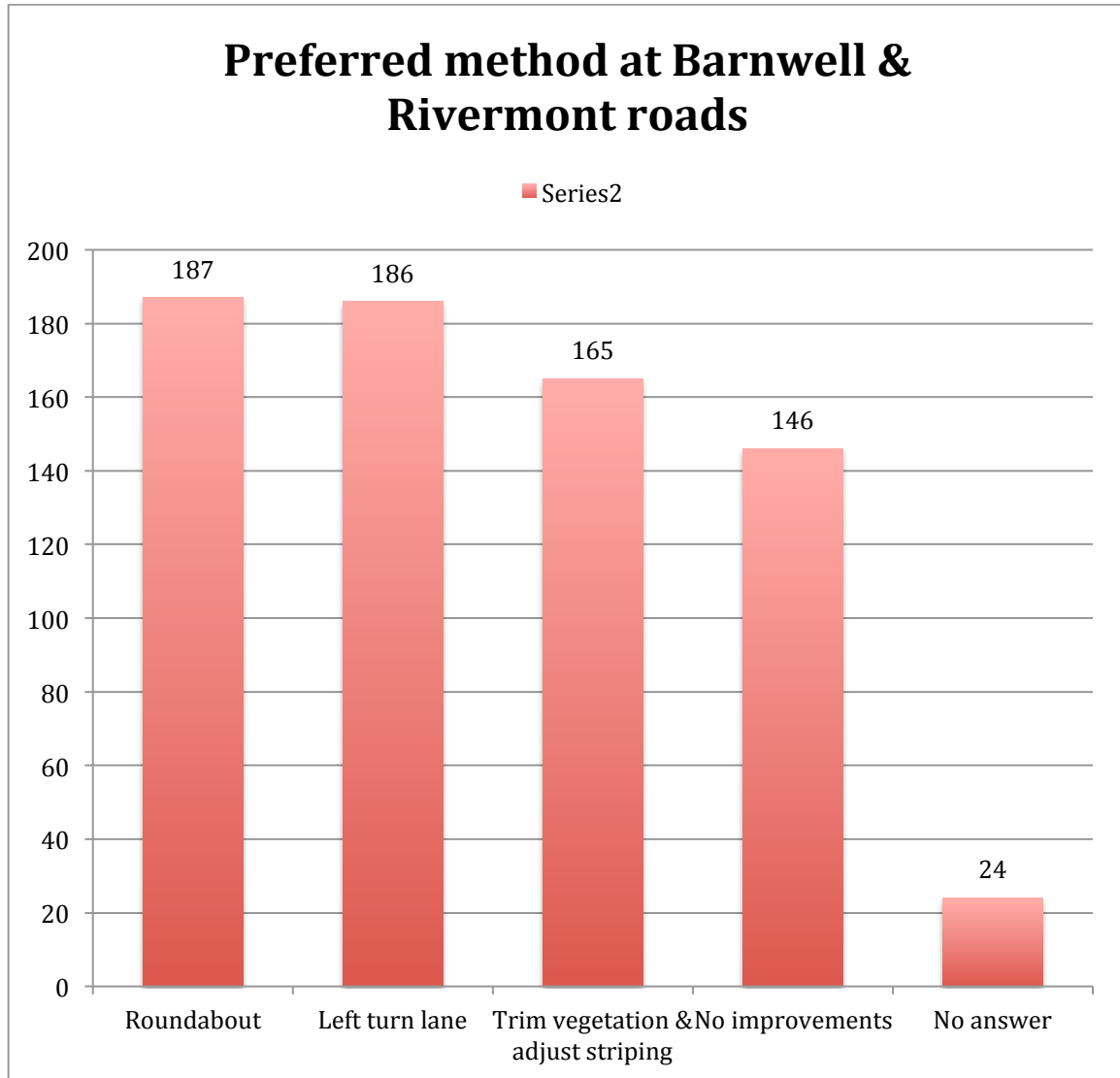
## Preferred method at Barnwell & Glen Ferry roads

■ Roundabouts   
 ■ Left turn   
 ■ No improvements   
 ■ No answer



No			
Roundabouts	Left turn	improvements	No answer
166	215	231	30
26.0%	33.6%	36.2%	4.7%

6. Please indicate which traffic control method you would prefer at the intersection of Barnwell and Rivermont roads.

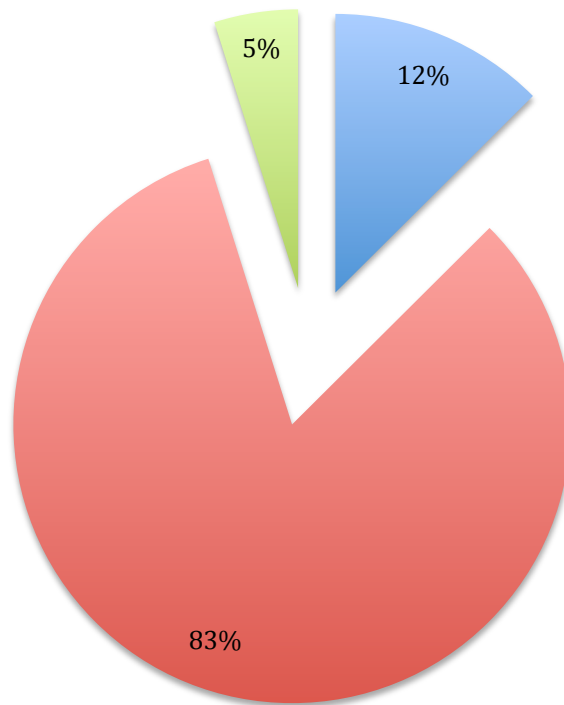


		Trim vegetation & adjust striping	No improvements	No answer
Roundabout	Left turn lane			
187	186	165	146	24
29.3%	29.1%	25.8%	22.8%	3.8%

7. To allow for a 40 mph speed limit along the Barnwell corridor, the City would need to significantly straighten out the curve at the North end of Barnwell Road. This would require the City purchasing property to remove a few existing homes and several large trees. Under these circumstances, would you support maintain a consistent 40 mph speed limit along the entire Barnwell Road corridor?

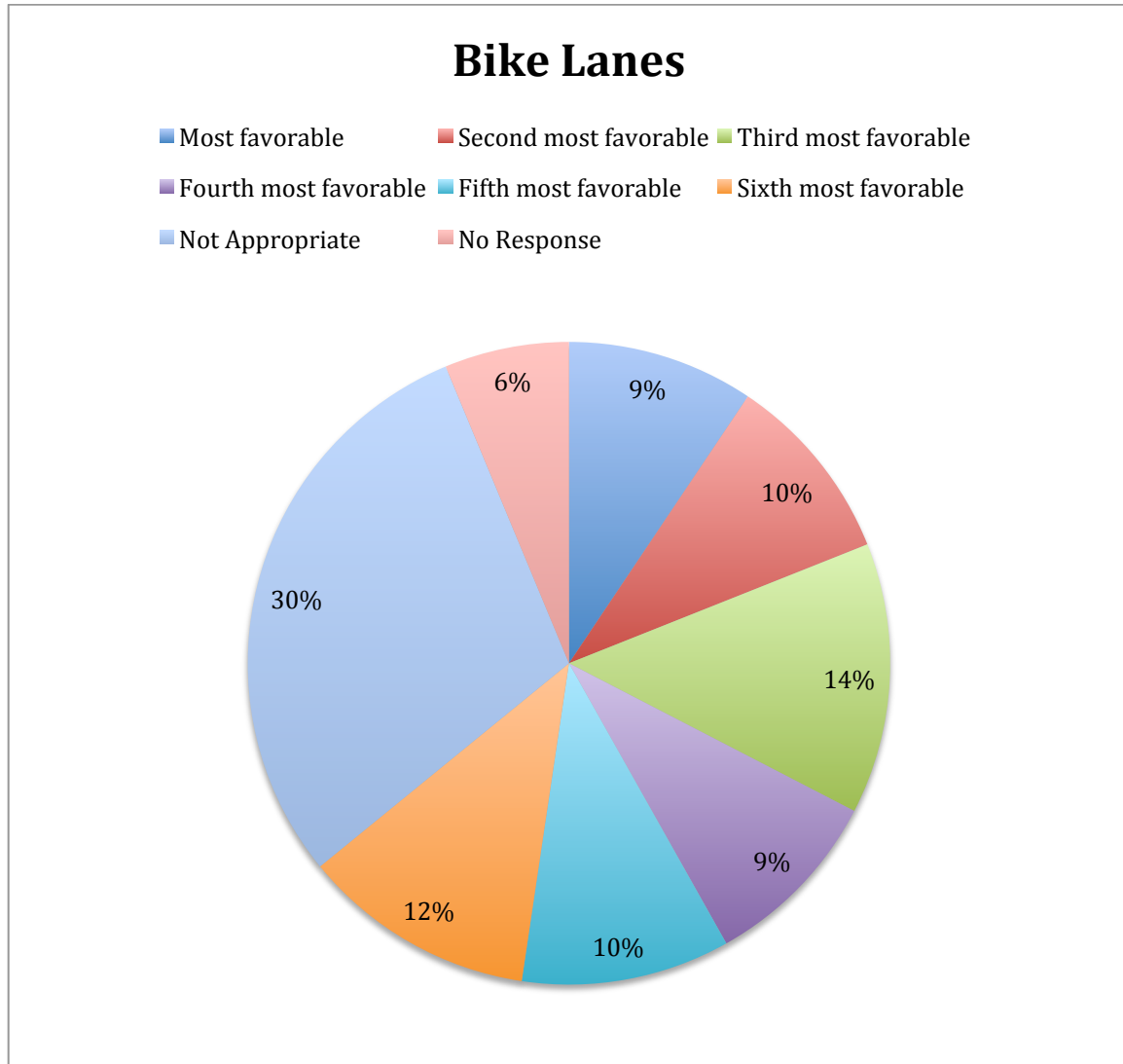
### Allow for a 40 mph speed limit along Barnwell Corridor

■ Yes ■ No ■ No Response



Yes	No	No Response
80	527	31
12.5%	82.5%	4.9%

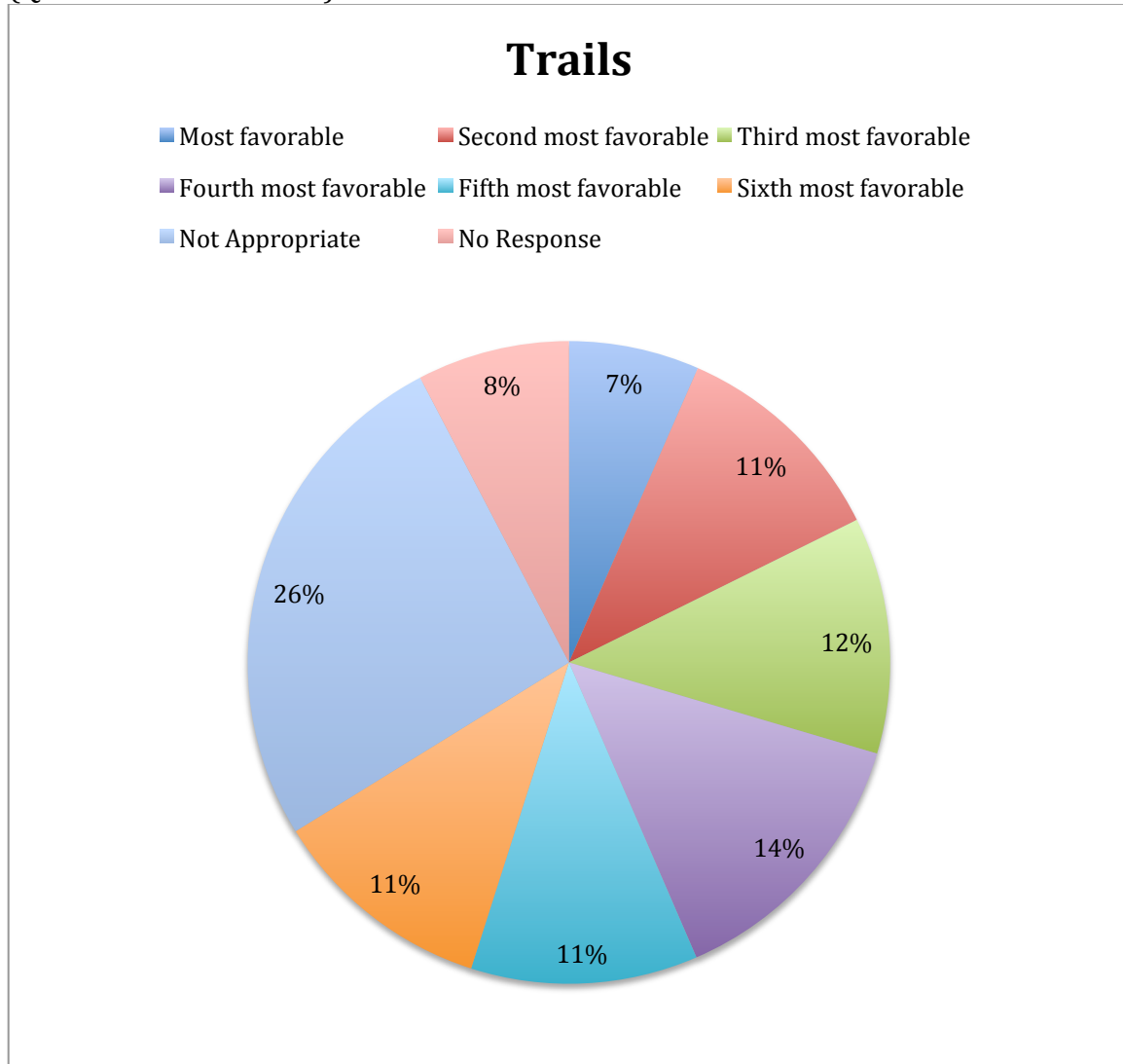
8. Using a scale of one (1) to seven (7), please prioritize the following list of potential corridor improvements with (1) as the most desirable option and (7) as the least desirable option.



Most favorable	Second most favorable	Third most favorable	Fourth most favorable	Fifth most favorable	Sixth most favorable	Not Appropriate	No Response
60	61	87	59	67	75	189	40
9.4%	9.5%	13.6%	9.2%	10.5%	11.7%	29.6%	6.3%



(Question #8 continued)

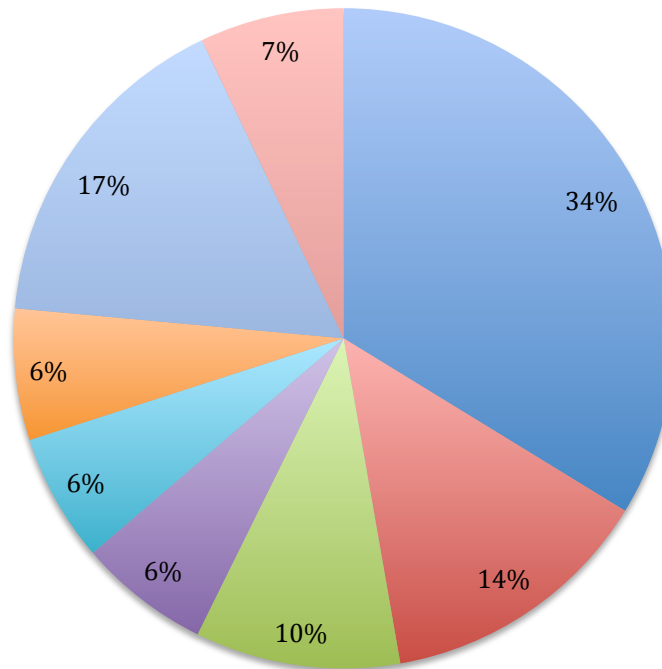


Most favorable	Second most favorable	Third most favorable	Fourth most favorable	Fifth most favorable	Sixth most favorable	Not Appropriate	No Response
42	71	76	89	73	72	167	49
6.6%	11.1%	11.9%	13.9%	11.4%	11.3%	26.1%	7.7%

(Question #8 continued)

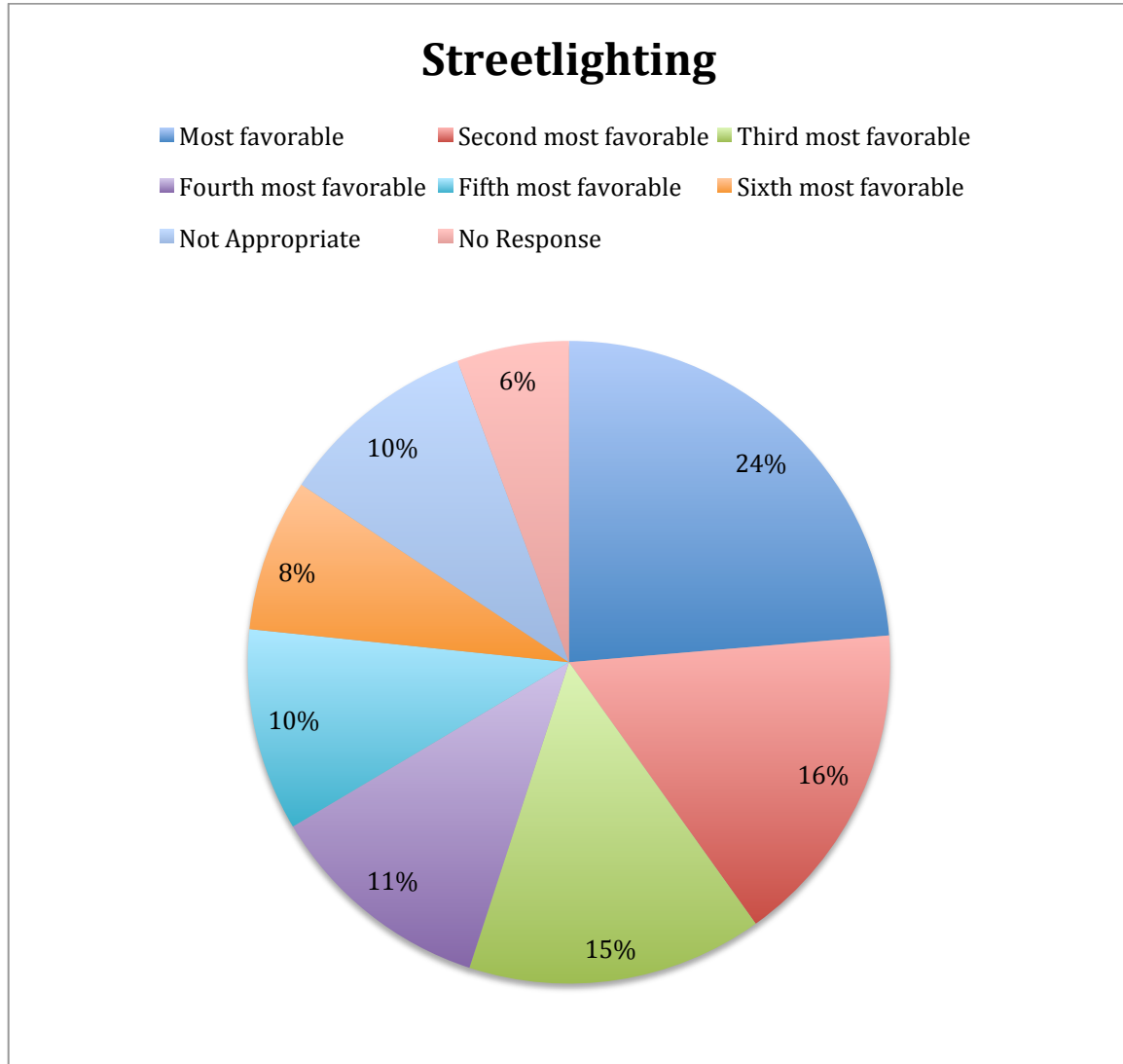
## Sidewalks

■ Most favorable      ■ Second most favorable      ■ Third most favorable  
■ Fourth most favorable      ■ Fifth most favorable      ■ Sixth most favorable  
■ Not Appropriate      ■ No Response



Most favorable	Second most favorable	Third most favorable	Fourth most favorable	Fifth most favorable	Sixth most favorable	Not Appropriate	No Response
215	86	64	41	40	41	105	45
33.6%	13.5%	10.0%	6.4%	6.3%	6.4%	16.4%	7.0%

(Question #8 continued)

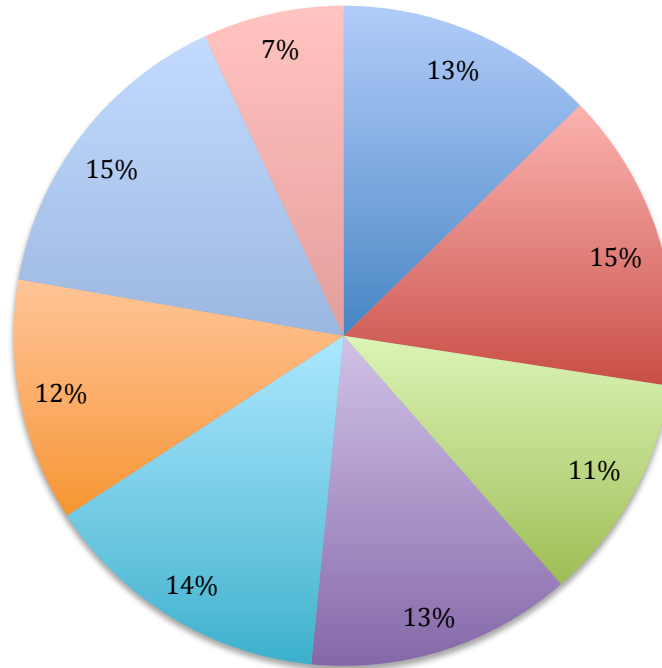


Most favorable	Second most favorable	Third most favorable	Fourth most favorable	Fifth most favorable	Sixth most favorable	Not Appropriate	No Response
151	105	95	73	65	49	64	36
23.6%	16.4%	14.9%	11.4%	10.2%	7.7%	10.0%	5.6%

(Question #8 continued)

## Landscaping

■ Most favorable      ■ Second most favorable      ■ Third most favorable  
■ Fourth most favorable      ■ Fifth most favorable      ■ Sixth most favorable  
■ Not Appropriate      ■ No Response

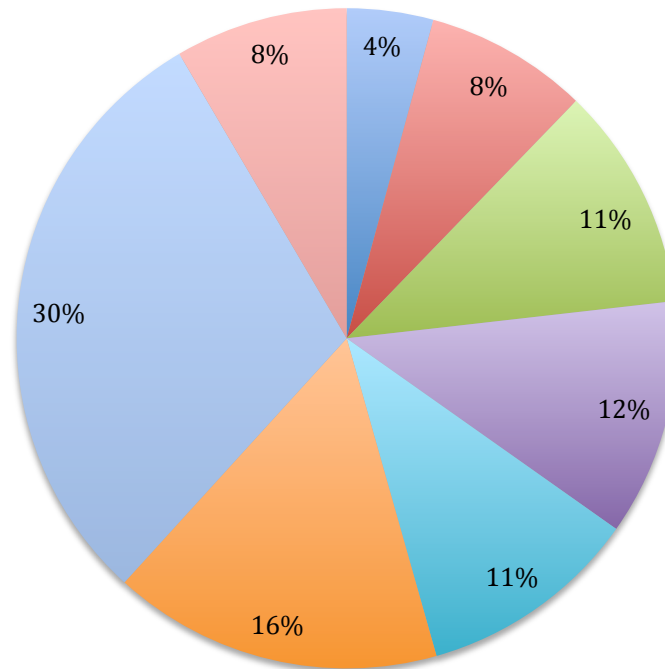


Most favorable	Second most favorable	Third most favorable	Fourth most favorable	Fifth most favorable	Sixth most favorable	Not Appropriate	No Response
81	94	71	83	91	76	98	44
12.7%	14.7%	11.1%	13.0%	14.2%	11.9%	15.3%	6.9%

(Question #8 continued)

## Pedestrian Bridge

■ Most favorable      ■ Second most favorable      ■ Third most favorable  
■ Fourth most favorable      ■ Fifth most favorable      ■ Sixth most favorable  
■ Not Appropriate      ■ No Response

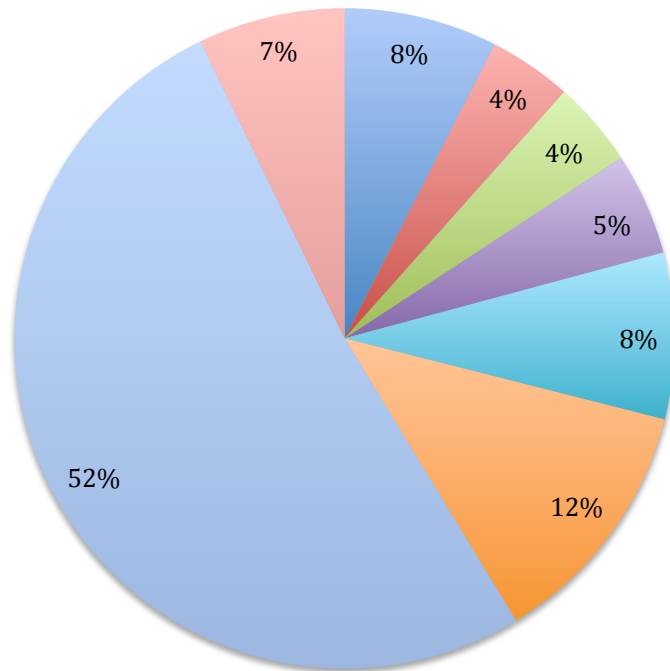


Most favorable	Second most favorable	Third most favorable	Fourth most favorable	Fifth most favorable	Sixth most favorable	Not Appropriate	No Response
27	51	70	74	69	103	190	54
4.2%	8.0%	11.0%	11.6%	10.8%	16.1%	29.7%	8.5%

(Question #8 continued)

## Medians

- Most favorable
 ■ Second most favorable
 ■ Third most favorable
- Fourth most favorable
 ■ Fifth most favorable
 ■ Sixth most favorable
- Not Appropriate
 ■ No Response



Most favorable	Second most favorable	Third most favorable	Fourth most favorable	Fifth most favorable	Sixth most favorable	Not Appropriate	No Response
48	26	27	32	52	79	329	46
7.5%	4.1%	4.2%	5.0%	8.1%	12.4%	51.5%	7.2%

**Additional Comments:**

<p>- Increasing speed at Barnwell curve will only endanger pedestrians (including students).          - I am against displacing any family for changes or "improvements." - increasing speed will also endanger wildlife and cause more accidents. - property values in Glastonberry will decrease by eliminating homes. - prefer Barnwell Road Alternative #2. - Turning Barnwell into a 4-lane road changes the entire makeup of the community. - Prefer Alternate #1 at Intersection of Jones Bridge &amp; Barnwell from 8/15/15.</p>
<p>Four lane discussion is perceived as a threat. The city council chose to introduce this, no one asked. Traffic calming is needed somewhere in the middle of Barnwell road to get people to let off the gas pedal. Speed management is needed to have people drive the speed limit.</p>
<p>The capacity numbers for alternatives 1,2, and 3 need to be prepared as was done for alternative 4. It is impossible to compare alternatives without numbers.</p>
<p>Barnwell needs to remain a collector road. It is neighborhood filled, community road. I travel this road 4+ times a day for school drop off, grocery store, etc. The Barnwell/Holcomb Bridge intersection needs addressed for traffic flow alone. I feel roundabouts will impede traffic flow for us morning commuters. I do not support for a 4-lane road that takes several houses away from homeowners. Prefer a Barnwell/Jones Bridge Road Proposal from August 2015.</p>
<p>"If you build it they will come." Look what has happened to roads that used to be two lanes in the community. They have become "speedways" that bear no semblance of the beautiful rural sylvan setting that was the reason we moved here in the first place. Destroying the "Oaks Preservation Area" and increasing the volume of traffic (it will increase if you make it four lanes) will be a fatal shot to beauty of the community and I will personally lead the crusade to oust from office any council member who supports the four lane alternative.</p>
<p>Leave Barnwell as is. We are a wonderful city that does not need to become a commuter pass through. We "Johns Creek" residential areas that do not need arterial roads.</p>
<p>I support No. 1 20 mph speed design preliminary from Aug. 15, 2015 - I do not think any proposal that increases speed is suitable for Barnwell. Increasing flow is worth considering, but not to increase speed. - Four laning Barnwell is not a good idea. - I think Barnwell should remain a collector road.</p>
<p>I do not want Barnwell to become an arterial road. It is a beautiful drive with a residential feel. The greenery lends itself to the untouched feel of the city hiking trails along Barnwell. Please leave Barnwell alone! I do not want Barnwell to become an arterial route due to induced demand.</p>
<p>Thank you for putting together such a comprehensive display for us to see and understand the options.</p>
<p>Speed is problem. Roundabouts would help at entrance ways to subdivision (Glastonberry)          Trim back trees blocking views.</p>

These changes seem more about accommodating people who do not live on Barnwell than addressing the safety issues on Barnwell.
The addition of sidewalks, bike lanes and landscaped medians is totally unnecessary. Those who wish to walk or bicycle probably have enough sense to not walk on Barnwell.
Roundabouts and landscaping would make the road safer by slowing traffic down.
<ul style="list-style-type: none"> <li>- Please add a left turn lane into Barnwell Elementary running from Jones Bridge Road to Barnwell Elementary.</li> <li>- Please add a dedicated right hand turn lane onto Holcomb Bridge Road.</li> <li>- Please do not purchase the two houses in Glastonberry and Oak Bridge Park to straighten Barnwell Road onto Jones Bridge. Thank you!!!</li> </ul>
Making changes to Barnwell Road will create a construction issue for a couple of years and this will create chaos and traffic delays on Barnwell Road. This will effect parents trying to get their children to school in the morning and people getting to work on time.
Looked like a lot of smoke and mirrors - I feel like the plans are already made in cement.
The preferred alternative would be very beneficial to property values in the area, and everyone benefits from higher property values. As one who frequently walks a dog along Barnwell to get to our Rivermont Park, the need for sidewalks is high. Let's make this a project we are proud of!
Lower speed limit to 30 mph, raise fine for speeding to \$500, keep it as close to what it is now and add 2-3 roundabouts.
Turning Barnwell Road into a 4 lane road is not feasible. Holcomb Bridge Road cannot handle any additional volume and Barnwell would simply be gridlocked during rush hours.
I do not want my tax money going to improve roads which ruin the value of my home and the enjoyment of my backyard. Because of the small improvement (if you can call them that) has devalued my home. I have not been able to sell because of the noise. This is a community, not a highway. The community lacks quaintness and charm already. I would hope you would make it a sweet place to live without major traffic. I am not paying for Cumming residents to cut through my neighborhood. It appears JC has to much money.
Please keep Barnwell Road a residential collector road w/ sidewalk for families to safely leave their neighborhood! Most people who live here don't even understand what the problems are. Thank you for your level headed consideration!
Recently the north entrance to River Glen was stripped with a gore to prevent people turning right (north) onto Barnwell from having a slow merge lane. Please explain your logic! My preference is to leave Barnwell as is!
My preference is to leave Barnwell alone!



Any Council member that votes for four lanes on Barnwell with not get reelected. P.S. I will hire my firm Southern Strategy Group to insure that this happens.
I strongly oppose a four lane road.
Adding lanes increases traffic. Do traffic studies warrant the construction expense and increased noise level? If speed needs to be regulated, install turnarounds.
I think a four lane road will not work. It is too ambitious and disrupts too many existing homes. The main objectives should be to make the road safer for drivers, especially people who live in the subdivisions. Cut down on accidents and make the road better to drive on. Beautification should be secondary.
There is no benefit to neighborhood residents in creating a 4-lane road.
The reason we bought our home in this area were the country lane feeling of the area speeding is a real problem for people trying to get onto Barnwell from the side streets, the proposed quick fixes may help under no circumstances would I want a 4-lane Rd.
I'm extremely disappointed in all areas of this project. The Mayor (a no show), city planner, Works Director, etc... have repeatedly attempted to frame this as a safety issue when no hard evidence indicates such. he chief complaint about Atlanta traffic issues. All proposals seek to have Barnwell road in the same distinction. The Council, Mayor, City Planner, etc, has made statements that would shock the public if anyone watched the videos. Just last meeting Tom referenced wanting to trim bushes until flowers bloomed?! Safety = Flowers? We have an intersection with less that safe sight distances with no accidents, but that was left unexplained, because doesn't fit the narrative of safety = site distance. The public at large want none of above. Leave Barnwell AS IS!
Hybrid preferred option and option 2 - Focus on traffic calming and speed control features - use roundabouts where necessary to minimize long unimpeded stretches - use left turn lanes to minimize retaining walls of and property encroachment - use landscaped medians for traffic calming where possible, in places where space allows median and sidewalk and bike lanes - use strategic and near-road street lamps for speed perception influence
I believe this city can make the road safe for traffic going 40 mph by cutting back the shrubs on the right of way. But it does not make the road safe for traffic going 50 or 60 mph. This is especially a problem at Rivermont Parkway because you cannot extend the line of sight to accommodate 50 or 60 mph because of the steep hill. I support the preferred alternative with roundabouts.

For the curve at the north end of Barnwell Road, put in traffic slowing method at each end of the curve. While you wouldn't do this on a 35 mph road, you already acknowledge that curve as a 15 mph hour area. Enlarged width medians that require people to slow down - you see these in some Murphy Candler n'hoods in Dunwoody - would improve safety at the curve without eminent domain of entire properties. Absolutely against Barnwell becoming an arterial road.
Liking the idea of traffic circle for access to Barnwell Dr from subdivision. Sidewalks would also provide access to nat'l park. But the road speed needs more enforcement regardless. Too many hills that contribute.
Please do not spend unnecessary dollars.
Speed limit should be reduced to 35 mph. 2. Speed cameras should be installed as many cars significantly exceed the speed limit.
I have lived here or over 35 years and have never had a problem with the road at 40 mph. Yes, there are speeders even in the school section with flashing lights. Raise the police presence and fines and add signs with warnings.
I know of no one who supports a 4 lane road and if approved the City of Johns Creek will have failed its promise of meeting the needs of the community and providing a safe environment for its residents and visitors. If safety, is in fact, the primary concern then any of the other options would be more palatable than massive, expensive, inconvenient, + unnecessary construction.
Objective should be safety to pedestrians and drivers while keeping the rural characteristics of the road. Keep speed down to 30-35 mph. Barnwell/Jones Bridge curve as in alternative 3 is good. Keep existing home, property intact. Keep existing west side curb and boardwalk, extend to east side, which is unused property.
The Jones Bridge / Barnwell "turn" is unsafe for traffic and pedestrians. We need a less passive way to slow traffic down. Drivers do not realize just how tight that turn is. The city should use that blighted property to separate oncoming cars from hitting head-on and to slow traffic to the posted speed.
Do NOTHING to encourage additional traffic. Grassed medians are a permanent taxpayer expense. I have driven down Barnwell for 35 years and enjoy the natural aspect more than any many made enhancements.
Cut back the vegetation, more police presence, widen Barnwell curve on the other side - opposite of sidewalk (plenty of land to do so).
Maintain a higher police presence to slow traffic. This would result in added revenue. Also, cut back vegetation to improve sight distance.

1. The #1 concern should be for public safety. 2. All of the concerns would be mitigated by decreasing speed not increasing speed. 3. It is of our opinion we should look at solutions such as decreasing speed and increasing police presence at peak traffic hours. 4. Keeping the current speed on Barnwell Road at 40-45 mph or potentially increasing sight distance and rounding out the 90 degree curve at Barnwell/Jones Bridge only increases the probability of on accident. 5. Safety of Barnwell students - transiting to/from school should be a top consideration - historically mitigated by reduced speed during school hours. 6. Widen the intersection at Barnwell/Jones Bridge by widening the road on the outside (CCOS) side of the turn.
One roundabout at the bottom of the hill. Nothing else.
If main concern is safety due to speed if you increase to 4 lanes it will just speed up traffic. Also with 4 lanes you have to look past 2 lanes of traffic with limited site distance. Roundabouts will slow traffic down so the limited site distance will help with slower traffic. I would love to walk my kids to school - Barnwell. If the road had slower speeds and sidewalks it would be a lot safer.
No mention of 35 mph Question #2 - having option 2 on next page? deceptive!
"What if" is not an answer to the question of what problem does making Barnwell a 4-lane arterial solve? The real problem you need to solve is "getting cars across the river." I suggest that you start a dialog with Gwinnett and Dekalb/Roswell about building another bridge across the Hooch!
The best option is the cheapest. We don't need to spend a fortune on Barnwell Road. That money could be used for parks and family activities.
A four lane Barnwell Road is ultimately going to lead to traffic lights at each intersection. Please do not consider this. I like Barnwell with traffic circles or additional turn lanes. The improve safety. The option with the median is just nonsense and wasted money.
Barnwell is fine the way it is. It could benefit from sidewalks where weed and shrub is growing and better road paving.
I believe there is an awful lot of work being done. For a road that has a few issues. I don't think the road should be significantly changed. Commuting through the use of Barnwell from other areas will not be improved with changes due to the fact that the traffic issues revolve around Barnwell Elementary traffic and the Holcomb Bridge light traffic. Please do not destroy our road trying to implement changes that won't do anything to alleviate 'commuter issues.' If you use that logic then all residential streets would need to be turned into 4-6 lane highways.
Major concern with 4 lane roads would be ease of entry and exit from the neighborhoods. Based on traffic study, seems like fixing Nesbit Ferry and other roads nearby would be VPD on Barnwell.
No four lanes!
I would have little interest in walking along the proposed Barnwell sidewalks, due to their proximity to the roadway without a guardrail, and the speed of the roadway. We live in River Glen which is on the Chattahoochee NRA and I would always choose to walk in the national park instead. The 8-10 foot wide sidewalks ignore that for every foot of additional width, we cut away more of the hillsides and ore of the rustic nature of the road. Such a wide sidewalk would be more appropriate for flatter areas not Barnwell or totally new developments. And

certainly the expectable volume of pedestrians would not foreseeably justify such a swath of transformation.
What is the real issue? Is it speed, traffic, congestion, accidents, tell us! I have lived there for 30 years, I have never had an issue with Barnwell as it exists. Please do not do anything except clean up foliage and look at niblick entrance. Maybe add shoulders to narrow points to catch speeders!!!
Please lower the speed limit on this road and install roundabouts. I do not like all of the traffic on this road. If it were slowed down, I would be able to walk my dogs. I would like this road to be quiet and safe. Thanks! Also, please no arterial roads. If this happens I wouldn't want to live here anymore and I'm a permanent resident of this neighborhood.
1. As a permanent resident, I feel that the option to turn Barnwell into an arterial route would destroy the road that made me want to live here. This option only appears to have commercial value to the city absolutely no value to the residents. Please don't do this! 2. The roundabouts are nice. :)
Adjust the speed limit 35 mph would mean people might go 40 vs 40 where people go 45 and up.
Much of this seems to be a solution in search of a problem. I travel the Jones Bridge - Barnwell virtually every day at rush hour while headed to and from work. Even without a single iota of work, it is already a much better route than Old Alabama to 400 or even Medlock Bridge to Peachtree Industrial. Trimming back some of the sightlines makes sense. Adding some additional lighting makes sense. All of these other things? I think there are FAR better uses of our limited tax dollars than those projects. Jones Bridge Road and Barnwell Road are not, and should not become, major thoroughfares. Doing so would materially disrupt the residential setting of the corridor and, in turn, likely adversely affect property values.
I would really appreciate a sidewalk from the River Glen subdivision to the Kroger/Rivermont shopping area. As well, it would be nice to have a sidewalk all the way to Barnwell Elementary.
I drive down Douglas Road quite often at all times of the day and have not had any issues with the roundabouts - I am all for them and want to stop the speeding down Barnwell Road.
Barnwell Rd does not need roundabouts. It does not need traffic lights or stop signs. The ONLY 2 things would be further improvement of Barnwell and Holcomb Br intersection AND at the Niblick intersection cut back the plants and trim the rock bank which would create a longer sight of distance. Barnwell Rd does not need to be a collector or arterial road. It's almost PERFECT just the way it is today. Please allow those of us that have lived off of Barnwell for 25+ years decide how WE want our road.
The reality is that Barnwell Rd has become an arterial road much like Nesbit Ferry and Old Alabama... The City can't do what's right to alleviate congestion on Nesbit Ferry south of Old Alabama - The opportunity to fix Barnwell and allow its use as an arterial to help take pressure off of Nesbit Ferry shouldn't be missed. A four lane solution can accommodate the corridors need to be safer for pedestrians and cyclists as well as those who wish to enjoy the scenery. Inaction and/or NIMBY protests aren't acceptable anymore!
I really think a bigger issue is 120/Abbotts Bridge from Webb Bridge to Peachtree Industrial. This causes more headaches for our tax payers than Barnwell

Barnwell is one of the prettiest drives left, the breath of fresh air at the end of my commute home. It isn't congested, and slowing down for the tight turn is no big deal. I would hate to see any major changes made to this beautiful, simple, and efficient corridor.
The main problems that need to be solved on Barnwell Road are (1) narrow lanes with cars veering over the middle line into oncoming traffic and (2) speeding. The sidewalk and trail would be great, but the median separating the 2 lanes is necessary for safety.
Barnwell is adjacent to a state park with the river. It attracts many deer to the area - they are a constant. It is extremely important to keep speeds and traffic volume low on this road to prevent cars hitting deers.
I have been here for 30 years, leave it all alone!!!! Somebody is looking for a problem that does not exist.
I drive Barnwell south from the CCOS Gate to Holcomb Bridge almost every day. Other than some concerns at Niblick Drive, I feel the road is best left alone. The 40m mph speed is sufficient for anybody for the short distances involved. This should never become a main arterial type of road.
Not clear why Barnwell cannot be 40mph despite the turn where it connects with Jones Bridge. (Q. #7) Doesn't seem to be a problem now.
What happened to the roundabout in front Barnwell elementary school?
Please do not choose any plan that cuts into the land of Rivermont Park. Thank you.
I don't think the speed limit needs to be less than it currently is. But people don't need to speed. Install good street lights, and cameras that can catch speeders. And I don't think getting out into traffic is a huge issue. Turn lanes would be appropriate. I Do NOT think it would be appropriate to convert it to 4 lanes as this would negatively affect such a large area of subdivisions. However, I think that whoever purchased their homes in these subdivisions knew there was traffic on these roads, and to put roundabouts or speed bumps in would only make the traffic situation worse in the mornings and afternoons. If they want to live in a golf cart community, they should retire to Peachtree city. IE converting our homes in the area to either a slow traffic subdivision, or a fast traffic, could negatively affect all of this property. Keep as is, and improve flow of traffic with turn lanes, and catch speeders with cameras.
There is no reason to change Barnwell road to an arterial. Nesbit Ferry is available as an alternative route. Please Preserve the natural feel of the area.
The current speed limits need to be enforced. Vegetation should be trimmed to give better sight lines. I do not want the character of the road changed, adding lanes will attract more traffic. I sympathize with home owners that have difficulty getting onto Barnwell during rush hour, but adding lanes will only attract more traffic. Roundabouts may discourage traffic and that is the only change that I would support.
Slow the speeds to 35 and enforce.
How can there be any expansion of roadway by increasing asphalt - impervious - when homeowners in neighborhoods near the Chattahoochee River (many much further from River than Barnwell Road) need to purchase "Impervious Rights" to add any hardscaping to their yard???
I drive this road almost everyday. I have not seen very many accidents. Love the new intersection for the Kroger. Please keep Barnwell as it is and add sidewalks. Maybe a lower

speed limit.
Please just leave most of this road alone. No sidewalks, no trails, etc. Please FIX THE INTERSECTION WITH HOLCOMB BRIDGE.
There are many deer and animals that cross Barnwell near the parks. Speed should be reduced at these areas and by the school.
Need to improve safety while not increasing speed. Sight distances at several side street locations are quite short today and need improvement. Through traffic in the mornings makes it difficult to exit subdivisions now so improving the road for through traffic should not be a priority.
I disagree with increasing speed limits, if anything we need to slow them down, if they were slowed down and ENFORCED maybe the traffic would better resolve itself.
Enforce the speed limit. The lack of sidewalks and/or trails is absolutely ridiculous with a National Park and Elementary School on Barnwell Rd. It is a residential area and cars are driving too fast and pedestrians have no where to go.
Barnwell Road should not be used as a corridor for traffic to access Old Alabama Road to Holcomb Bridge Road and vice versa. Stop signs should be placed at every intersection from respective communities/neighborhoods/residential areas along with police radar to enforce speed limits up and down the Barnwell Road corridor. Traffic conditions will only get worse over time along East Jones Bridge Road and Barnwell Road and create a worse situation that even exists presently. Traffic should be diverted to Nesbit Ferry Road as it has better potential to be widened to accommodate increased traffic and increased speed limits to allow faster movement of traffic. With Barnwell Elementary School being a safety factor concern for children, the additional traffic of the future will create hazardous conditions and still tend to create traffic delays along Barnwell Road. Barnwell Road should never become an access artery between Holcomb Bridge and Old Alabama as is being proposed for future development of the road improvement situation.
I have been living off this road for a little over a year now and am surprised that we think that we need any improvements. There are some places where vegetation could be trimmed with sight lines, but overall the road and traffic flow is in good shape. I am strongly against making this a four lane road. This cuts against the beauty of Johns Creek and making it a nice, well planned community. I also have strong concerns about my four young children walking to school and crossing a four-lane Barnwell to attend Barnwell elementary school. If we are going to make changes, those should be adding sidewalks and beautifying the road like we have done throughout Johns Creek, not turning this nice two-lane road running along our park and the river into a four-lane artery. The city needs to first identify what the problem is before proposing solutions. Solutions only come after the problem has been identified, and are proposed only to the extent they address the identified problems. Here, we have on the table "solutions" of trimming vegetation (basically a minor change), adding roundabouts to limit / control through speed, and adding a four-lane road to dramatically increase traffic volume and speed. These solutions are all very different and would address different problems. The fact that everything is on the table as solutions tells me that we have not done a good enough job of first answering the question - what is the problem that we are trying to address?

Regardless of final decision as to any needed changes, Barnwell Rd NEEDS TO REMAIN a collector road primarily for use by area residents, NOT any type of arterial road that would encourage even MORE traffic use by others living outside the area.
The speed limit is already 40 mph
do as currently proposed - trim vegetation to increase sight lines, increase awareness of speeds, don't do anything to make use of barnwell more attractive to cut-though motorists. if that doesn't work then look into turn lanes. but above all keep Barnwell a connector road, not an arterial, and don't mess with the natural and relaxing beauty of the road.
All you need are roundabouts in three places. Save the city's money and forego anything else. It's okay that Barnwell Road become slower. Life moves too fast these days. This road shouldn't have to.
SPECIFICALLY, WHY are you proposing these changes? I drive this road EVERY day for 20 years. RARELY see accidents. Speed of 40-45 is fine for competent drivers. Don't turn this into a revenue opportunity for city police. You put up a dozen no parking signs when no one ever parked where signs are. You spent massive money on guardrails when I never saw or heard of deaths or serious large scale accidents from people running off road and hitting trees and dying. STOP wasting our money. SURELY you can come up with something beneficial to spend money on. The road has been a 40-45 mph road for decades with out requiring "straightening" and acquiring property. PLEASE cut this crap out. Whoever is whining should take some driver training classes, put their cell phones away, and learn how to drive.
If the city turns Barnwell Road into an arterial there are great concerns about Rivermont Parkway becoming a main cut thru. It is used for this heavily already and the neighborhood is in the process of changing and younger families could be discouraged from this.
Making Barnwell an Arterial Road is absolutely not the right decision. It would totally change the character of the neighborhood we live in. This is a residential community and deserves residential roads so our families are safe. I have only ever experienced minimal traffic problems on this road which I drive every day. During rush hour there can be a wait for the light at Holcomb Bridge but it's not bad at all. Adding sidewalks and bike paths would be great for the neighborhood and encourage people to walk more. It's a beautiful area and is adjacent to the Chattahoochee National Recreation Area. Adding Rumble strips or speed sensors in front of Niblock could also go a long way to slowing traffic around that curve to allow for left turns.
Barnwell school traffic, particularly in the morning, causes the biggest traffic problem, and it's hardly addressed by any of these solutions. The exit out of CCOS near the school is incredibly dangerous in the morning, and this is not addressed either.
Leave it alone!



Thank you for the work on this potential project. As resident of North Peak along Barnwell Road, I travel Barnwell Road each day. You don't share the cost and project project duration in this survey so it is difficult to factor these items in my response. From my perspective the combination of limited sight distance, speeding and distracted driven vehicles left of center all combine to make the road more dangerous. From my observations, excessive speed at limited site intersections represent the biggest safety problem. It seems that traffic circles are a great idea to slow traffic at key intersections. Because the North Peak Dr and Country Club of the South Maintenance entrances to are directly opposite each other, this intersection does not easily work for a traffic circle because maintenance vehicles that line up in the morning waiting to get into the Country Club of the South maintenance entrance would tend to clog it up. Regarding distracted drivers left of center a median seems to be the only solution to this problem whether a two lane or a four lane option is selected. You asked so these are my thoughts.

I use the road every day to get to work and back and that is mainly because of the ongoing road work in the Old Alabama/Medlock Bridge junction. Once that work is complete, my usage of the road will drop to 50%. I daresay that major roadwork may be one of the causes of the additional traffic on Barnwell Road. I travel at all times on the road and I have not seen any blockage issues/accidents or speeding on it. If speeding and blind spots are the main issues, can that not be resolved by speed breakers at judicious spots along the road? I welcome improvements, but since the road is beautiful and one of the last remaining green roads in the tri-city area, I would like for us to be mindful of the changes we make. For landscaping if it becomes a part of the improvements, we should make every attempt to use Georgia native plants. Thank you for collecting input.

None of these solutions are optimal. Would prefer spending money on sidewalks and then using the rest to fix the myriad of problems on Holcomb Bridge road.

The vast majority of cars on Barnwell are turning left onto Holcomb Br especially in the morning traffic. There will still only be 2 left turn lanes. So, if the number of cars were to be increased by making Barnwell an Arterial road, the morning backup on Barnwell turning left onto Holcomb Br would go from horrible to horrific. The charm of Barnwell is its country road character. As usual, the southern tip of Johns Creek is not important and the powers that be are much too happy to sacrifice our little piece of 'country' for the 'good' of the rest of the city.

I think that trimming trees and reducing the speed along the north curve would solve the major problems on this road. How awful to consider forcing people to vacate their homes when there are other alternatives!! Why can the curve not be changed in that area to the east side of the curve where there are often vendors selling pine straw and bird houses? I would rather see a reduced speed along the entire road than to displace families who are vehemently against it. My largest gripe is the lack of accessibility via sidewalks/trails. It is so dangerous to walk along the grassy/weedy areas to the side of the road because the vegetation and stray tree limbs that often fall there force people closer to the street. As it stands now, motorists may not be looking out for pedestrians since there isn't a designated place for them. With obesity on the rise, how wonderful it would be for children to be able to walk to their school, parks, and friends' homes in neighboring subdivisions....and it would also foster a greater sense of community, with subs being isolated from one another along this road. Plus, allowing room for sidewalks would



increase the sight distance required along the road since no vegetation could grow there....the already implemented plan of cutting back shrubbery along the road is the first step in sidewalk installation anyway!

Police patrols and speeding tickets will quickly solve the problem. Hit these people in their purses and they will slow down. We have had speeders Rivermont Parkway and a few tickets has helped this tremendously and at very little cost to the taxpayers. Bicycle riders have no business on Barnwell Road, unless they have a death wish.

My home backs up to Barnwell and I have lived here 21 years. A lot of what's going on seems a total waste of money and you should be ashamed of yourselves for considering multi million dollar expenditures when other parts of JC have much more serious problems.

I travel Barnwell everyday at different times and I truly believe things are not as bad as people are making them out to be. Some minor improvements and some landscaping would fix many issues. Thanks

Please keep Barnwell Rd as a collector roadway. Thank you.

Has anyone considered re-establishing Jones Bridge at 141?

I TRAVEL THIS ROAD ALL THE TIME. I HAVE NEVER SEEN AN ACCIDENT I THINK THE SPEED IS CORRECT AND THIS IS NOT A MAJOR ROAD THAT IS TRAVELED ALL THE TIME. SIDEWALKS IN THE COUNTRY? BIKE LANES? WHAT I HAVE SEEN IS ALPHARETTA AND JOHNS CREEK DO NOT MAINTAIN THE VEGITATION THAT THEY HAVE NOW. PLANTS LOOK HORRIBLE THAT THEY INSTALLED AT OLD ALABAMA. NOT MAINTAINED. WHY WOULD WE BELIEVE THEY WOULD MAINTAIN OTHER PLANTS.

Changing Barnwell Road to a four lane road would increase the traffic on a community road that is lined with neighbourhoods, this is not a commercial area that should be changed !!

The proposal for increasing the speed of cars going around the Jones Bridge to Barnwell is not in keeping with reducing the speed as cars approach Barnwell Elementary school. A banked 40 mph curve is an invitation for 60mph speeds. The speed limit signs suggesting 40mph used be located incorrectly around that curve going north. Why does the speed around this curve need to be increased even to 20mph? Round-a-bouts are ok, but the slower traffic needs to be able to get off Barnwell at Holcombe Bridge and not be stuck at the lights for too long. No reason anyone needs to turn left into Kroger from Barnwell. Block that off completely.

Manual survey was filled out during May 3 session, electronic survey being submitted to provide additional comments: OLD COMMENTS: HYBRID Preferred Option + Option #2 (Mentioned in previous survey submitted on May 3) 1) Stress continued focus on traffic slowing/calming installations 2) Prefer minimal impact to property and minimal use of retaining walls 3) Encourage installation of landscaped medians to meet #1 wherever space is available NEW COMMENTS 4) Would prefer BURIED UTILITIES on Barnwell Road, if feasible

5) Planned arrangement for Rivermont Parkway needs sufficient parking w/ the pedestrian lane  
6) Consider: centerpieces for roundabouts (landscaping, art, small monument, etc.)

We have lived off Barnwell Road for 18 years...North Fulton for 34. Obviously, we've seen a lot of growth. The only really difficult time to drive on Barnwell is rush hour. After that, it's like any other road...slow sometime, sometime not. It seems the Niblick situation is a major issue for a small few, simply because it is a small street with few occupants. Clearing the vegetation, and "rearranging the dirt" seems to be the best thing to do there. The left turn into Kroger fix is fine now, but perhaps a permanent median could solve this problem. I didn't know whether to laugh, or cry when I saw 5 roundabouts as a solution. If you want a backed up, slowed down cluster, 5 roundabouts, maybe even 1 would really goof things up. Speeding is my number one complaint. If the city wanted to enhance the bank account, they could with speeding tickets galore. I'm no traffic engineer, but I feel my suggestions are pretty much common sense, and we save a ton of money. Thank you for the opportunity.

My wife travels exactly at 40 MPH on Barwell and obeys the traffic laws always. We have often encountered rude, dangerous, enraged drivers tailing us to closely and trying to push us faster. They are a danger to the who;e city, not just on Barnwell Rd. Please post a policeman and issue tickets to these unsafe drivers.

Prefer not to lose any of my property to this endeavor.

There is no mention of the intersection of Barnwell/North Peak/CCS maintenance entrance. This intersection becomes dangerous in the mornings when construction traffic lines up in the south bound lane to get into CCS. Southbound traffic uses the NARROW right turn lane to North Peak as a through lane at speed endangering anyone turning left into North Peak or attempting to exiting North Peak.

It is critical that this stands a two-lane Highway I believe the speed limit is fine and the way it is and making Improvement suggested in a minor way whether it be roundabouts or just trimming bushes and making adjusting median lines with all be preferable to any sort of major reconstruction such as a four-lane highway absolutely do not make this a four-lane road!

The idea of speeding up Barnwell is idiotic. I don't even think you should straighten out the curve. If people would slow down to the appropriate speed it would not be a problem. But if something had to be done I would only support softening the curve. To think that you would take two homes for traffic to speed up around a school Should be off the table. If country club of the south wants faster roads they can just move or they can take two of their neighbors homes.

G

Protect the integrity of this beautiful road with simple solutions - trimming trees, speed signs, etc.

Removing the houses in Glastonberry to maintain the speed limit is a gross misuse of funds. The corner actually works as a traffic control by forcing people to slow down.

I feel that we need to divert the thru traffic on Barnwell Road to other more major arteries such as 141, Northpoint Parkway, Georgia 400 and old Alabama Road. Barnwell is a rural residential road with no commercial activity. It is in a conservation area with a river park, golf course, residential homes and wildlife (deer) and It should remain that way. The sidewalks that have been added are pretty unused. I think we need to address the speed, and growing traffic volume, and perhaps a certain number of roundabouts would accomplish that. I believe that the city is currently working on the tree trimming resulting in increased visibility. Increased speed detection devices would be another plus. I live in the North Peak section of Rivermont and found it interesting that the city feels that there is not an issue here. The problem is the volume of trucks heading into CCOS most mornings....which backs up traffic in all directions as there is always a wait and a long line. This is directly across Barnwell from our entrance, and makes it extremely difficult to make a left turn. An answer to this would be to divert that traffic to the huge CCOS entrance on Old Alabama Road. The city also greatly reduced our turn lane when they installed a very wide sidewalk near our entrance. In fact the sidewalk is as wide as the turn lane!

1. The speed limit is 40 mph now, and that's appropriate. Leave it alone. 2. Do NOT put in bike lanes. In fact, put up signs saying "Bicycles Prohibited".

Thanks for working on this... can't wait until these improvements are in place.

Please remember there are quite a few deer in the area which have caused accidents along Barnwell Rd. Further, keep the acute turn at the north end of Barnwell and the south end of Jones Bridge, it serves as a natural speeding deterrent. Additionally, I prefer the roundabout option to deter speeding, along with potentially reducing accidents with wildlife in the area. My only concern is with the proposed roundabout at Niblick Drive. I'm unsure if non-local traffic (traveling from the north to the south) will be able to see this roundabout before they happen upon it.

Please make a decision. This process for dealing with Barnwell has been way too drawn out and "soft." I understand the desire to make the "right" decision, but the board needs to make a decision and stop fooling around with ridiculous ideas like mirrors and such. This road and the intersections need to be addressed for the benefit of all, not just a few.

NO to Arterial Road If there is traffic problem at one intersection (Olde Club Drive), then fix that problem. Does not require all the millions of dollars you are proposing to fix intersections that do not require fixed. Sidewalks would be great. Rivermont residents are NOT going to give up 3 acres of our park to accommodate one intersection that can be adjusted in another fashion. HAPPY to have speed limit dropped to 35 MPH to make Barnwell Road safer. I am guessing that many of the speeders on Barnwell Rd are not residents of subdivisions along Barnwell Rd. If other residents of Johns Creek want to use Barnwell Rd as a "shortcut" to

Holcomb Bridge Rd then they will need to travel at 35 MPH. Would not want to see the North end of Barnwell Road (trees and houses) changed at all. Are our old trees at Barnwell Road/Jones Bridge not protected?

Leave Barnwell as it is! I do NOT want any changes.

I am a homeowner in Rivermont and drive Barnwell Road daily. I believe Barnwell Road should be left exactly as it is. The intersection at Niblick Drive should be made as safe as possible but no other changes should be made. Any changes to Barnwell to increase traffic speed or capacity would serve only to invite more and faster traffic. Neither are desirable. Any changes to make the road more pedestrian or bicyclist friendly would serve only to put people in danger. It is a charming, narrow, winding, unlit country road. Pedestrians and bicyclists on Barnwell put themselves and everybody else in danger. Barnwell road is just fine as it is. Traffic is the never-ending problem. Changes to Barnwell road would not alleviate the problem and would destroy a big part of our peaceful neighborhood. Spend money to improve parks and recreational areas for hikers and bicyclists. Don't try to add them to Barnwell. It is not a good idea.

Immediately, there needs to be a right turn lane from Barnwell onto Holcomb Bridge. That was taken away with the last construction and lack of dedicated right turn lane has caused massive backups. The barriers preventing left turns from Barnwell into Kroger are great.

I am COMPLETELY AGAINST changing the look and feel of Barnwell Road. In the event the City feels it is necessary to widen the road, and add a few left turn lanes, then great - - - BUT I DO NOT want ANY RoundABOUTS.

Lowering the speed limit to 35, enforcing it and having a couple of roundabouts (though not always ideal for 3 way intersections) seems appropriate for that area.

Barnwell road is a well functioning road as it presently is, Please spend money to repair internal roads in subdivisions correctly.

Please keep Barnwell road beautiful. Roundabouts are a disaster. Do not widen. Your agenda is deeply flawed. The road is fine.

People speed on Barnwell!!! Get newer and bigger school zone signs!! I see it DAILY!

Nothing has been said about the Kroger and Barnwell intersection and the Barnwell and Holcomb bridge road. These intersections are extremely dangerous..

<p>Please do not make Barnwell road look like a mess. It's a beautiful country road. I travel it everyday and have no issues. Find another area to screw up. Leave Barnwell road alone.</p>
<p>One of the most significant reasons we purchased our home was for the serenity of Barnwell Road. Our house backs up to Barnwell Rd. I love being on the decks or in the backyard. The traffic is rarely loud. I can't say we will remain here if the road is widened. It would totally destroy it's picturesque, natural, woodsy feel. Driving from Holcomb down Barnwell will never be as relaxing and calming if the road is widened. Thank you!!</p>
<p>I leave the road as is</p>
<p>There is not need to spend money on correcting anything on Barnwell Road. The road is right behind my house &amp; I use it multiple times a day. There is absolutely no reason to waste money on something that is NOT broken. Thank you.</p>
<p>I have lived here 19 years and have never had seen or heard of any accidents at Niblick Rd. I am sorry I wasn't able to attend either of the meetings last week, but I would like to see any data that supports why any "improvements" to Barnwell Rd. are necessary. I have customers in that neighborhood and have never had a problem entering or exiting Niblick Rd. I have customers in most of the neighborhoods off Barnwell Rd. and don't really have a problem with ingress or egress with any of them.</p>
<p>Do nothing to change the character of Barnwell Road. No sidewalks, no bicycle paths and definitely NO roundabouts. Speed limit of 40 miles per hour is no problem. A little police presence and a sign or two for "outsiders" that it is a local street and not a cut thru to Old Alabama or Holcomb Bridge. Keep the sides of the road clean of weeds, small growth and trash.</p>
<p>we live in foxworth, whic is a cut through with speeders everywhere. There is zero police presence and the speed limit is not obeyed. we would at the very least, need speed bumps, but a gate would be more appropriate. Having a higher rate of speed will add more volume and more cars in our neighborhood terrible idea. Somebody should see how fast we have cars going in this neighborhood currently</p>
<p>Question 3: I answered two "3rd most appropriate" because I believe both speeding and sight distance are issues that need to be dealt with. The speed limit needs to be reduced and the sight distance needs to be addressed. Question 8: Similar answer to 3. The column headings are inaccurate if "not appropriate at all" is not used to answer any questions.</p>
<p>No roundabouts please. They are difficult to negotiate and will just clog traffic and cause more accidents.</p>

I think round-a-bouts would be beneficial at the main entrance to Rivermont for safety and at Barnwell School to keep traffic moving in the mornings. Left turn lanes should be used at other intersections.

Why are the options for answers in the on line document different from the options on the written questionnaire?

WE ARE BOUGHT INTO THE VILLAGE WITH IN MIND OF THE GREAT NEIGHBORHOOD FEEL, OUTDOOR NATURE VIEWS AND FOR THE HIDE AWAY FEEL BY JUST BEING AROUND THE CORNER TO THE CITY. WE WOULD LOVE TO KEEP THINGS AS A SUBDIVISION FEEL AND NOT MAKE IT MORE OPEN TO MORE TRAFFIC AND NOISE. THANK YOU!

Barnwell is a residential area and should not become a main thoroughfare disturbing the peace and quiet of its residents. DO NOT increase the speed limit over 45 MPH DO add sidewalks Do add turn lanes

Barnwell should be left a residential peaceful area and not allowed to be a high speed traffic area. please add turn lanes add side walks

As an arterial road is intended to provide "unimpeded high-speed movement", I do not feel this is appropriate given the large number of subdivision entrances and private residences along Barnwell and Jones Bridge Road. It can be challenging to safely enter and exit the flow of traffic during peak times with the current traffic volumes. As many of our subdivisions are smaller and the entrances therefore more frequent along the road, placing lights or roundabouts to ease the access of all of these would not be unreasonable. Making our street an artery would increase the use of the road by non-residents and make the numerous intersections even more hazardous. Once the road becomes Mathis Airport Parkway and Windermere Parkway, the subdivisions are very large and intersections much less frequent. Having an artery where travel is interrupted less frequently makes more sense. In addition, those subdivisions were built farther off the roads with a buffer considering the traffic and noise they would be near. Our subdivision was built over 20 years ago, long before the road was traveled as it is today. We so closely border the road that a high speed chase ended with a vehicle crashing into the front door of the home at our entrance. There is obviously very little between us and the road and widening would only reduce what little buffer we have today and will detract from our home values as well. Because our subdivision and home closely border Jones Bridge Road, the street noise is already significant at all hours of the day. Increasing speed and volumes will only exacerbate this as well. I do believe improvements like increased visibility and turn lanes along Barnwell are needed for the safety of all entering and exiting

those subdivisions, residences and parks. Thank you for your time and consideration.

We do not want our street to turn into a highway. We have problems seeing from our intersection at Mount Victoria Place and N. Peak Dr. when cars are moving fast by the country club of the South entrance. We do not need any reason for cars to move faster through Barwell Road.

Straightening the road is not an economical nor necessary alternative. Simply making turn lanes and using the existing speed reminders is a suitable alternative. Also reducing the speed to 35mph

We moved to a neighborhood off of Barnwell Rd. because it was a smaller road, not a major high-traffic road. Adding capacity to the road invites more traffic, higher speeds and potentially more accidents and will reduce the appeal and value of the homes along Barnwell. Barnwell needs to be maintained as a low traffic, low speed Collector road. The only area I see where there is concern for sight distance and visibility is exiting from the Kroger shopping center onto Barnwell when making a left turn. Visibility of cars turning onto Barnwell from Holcomb is very poor there, particularly when there are cars stopped at the light on Barnwell blocking the view of oncoming traffic. This may be solved with something as simple as a well placed traffic mirror on one side of the road so that cars pulling out of the shopping center can see oncoming traffic.

Under option 8, the column 7 was incomplete. My choice would be "least most favorable or not appropriate at all" (7) for each option. I travel Barnwell Road every day and see no need for roundabouts, a median, additional sidewalks and additional landscaping. You will be destroying landscaping with additional construction, only adding additional expenses.

No 8., none seem to be desirable. Brighter street lighting should be considered by residents bordering the road. There already is lighting. Deer mating season is an issue for safety so lighting could help that. Landscaping would be great but installation and maintenance costs would be high. The most desirable would be widening the two lanes and adding side paving beyond both outside stripes. The Barnwell School morning traffic jam issue is not mentioned here??

I DID NOT HAVE A #7 IN ORDER TO ANSWER THE ABOVE #8 WHICH WOULD HAVE BEEN MY ANSWER FOR THE LAST ONE. WE HAVE LIVED HERE SINCE 1995 AND NOW WE ARE IN OUR EARLY 80's AND HAVE NO TROUBLE WITH BARNWELL ROAD. IT IS LIKE A ENTRANCE STREET TO OTHER NEIGHBORHOOD STREETS IN A BIG NEIGHBORHOOD. WE DON'T WANT PEOPLE FROM NORTH OF US USING IT LIKE A MAJOR LARGE STREET-IT IS NOT THAT. I WOULD LIKE TO KNOW WHERE THE PERSON LIVES THAT IS PUSHING THIS AND WHAT THEIR NAME IS.

This is a collector road. Cite drivers who are not residents (and residents too!) for not following traffic laws. Leave residents properties alone. You would want the same for your property.

For the Niblick intersection I thought the idea of a flashing light for oncoming traffic in both directions indicating when vehicles were exiting Niblick would be an adequate solution without major Construction

We drive this route 5 days a week to/from work.

Please find another pet project. I do not want to see you destroy the look and feel of Barnwell road. It's absurd. I travel the road numerous times a day and do not believe there is a change needed. Please listen to your residents.

Three roundabouts are excessive. However, 1 roundabout at the straightaway (Rivermont) to reduce speeding would be nice and add some character. Grass medians would beautiful. Don't think need separate bike lanes/enhanced sidewalk - people will just ride bikes on the sidewalk, not like there'll be crowds of people on the sidewalk. One thing that is confusing is the trails, they're just dots on the maps- where do they start and end? Are they dirt sidewalks? Also, what's a 'Georgia Aster'? Crossing lights? Google only came up with flowers. Thank you, -

Unlike Nesbit Ferry Rd which may possibly be considered a "semi arterial" road because of all the businesses, shopping centers, etc, Barnwell Rd does not have any of the characteristics of an arterial road. It is strictly a collector. The road is becoming more and more unsafe for neighborhood residents, and we need to slow down the traffic or we will have more accidents, serious injuries and possibly WORSE. Many of the drivers are commuting from origins well to the north and have no consideration for the safety of the local residents who are trying to get out of our subdivisions safely. Often these drivers become angry and aggressive and tailgate us, honk at us, make obscene gestures at us. Sometimes it seems like they treat this road as a "turnpike", with no concern for those of us who live here. We have asked for years for Johns Creek to enforce the speed limit and their finite efforts have had no positive impact on safety. Efforts to reduce speed limits to 30 at River Glen, Olde Club and Niblick have had negligible impact on the speed of drivers, and when I try to observe these limits I am aggressively tailgated. PLEASE put in the roundabouts at Glen Ferry and Rivermont parkway, eliminate northbound from Niblick, and reduce the maximum speed to 35. Also - please save taxpayers



money and do not install all the expensive options such as sidewalks, trails and a new bridge over the creek. Place safety as a first priority and economy/efficiency in the use of public funds as the second priority.

Barnwell Rd has traffic issues since the addition of the right turn lane off Holcomb Bridge. Please add a right turn lane from Barnwell to Holcomb Bridge (this would greatly reduce backups. Have police patrol for speeding on Barnwell more. Otherwise, leave it alone - it is a nice road now and we don't want you spending money on fixing something we don't actually think is too broken. Another note - please have the city of Johns Creek enforce landscaping regulations along the road for shopping centers and homes (particularly behind the Kroger shopping center at Barnwell and Holcomb Bridge) -

I appreciate you doing this survey. There are several vocal individuals in our neighborhood that do not speak for the neighborhood.

I've lived off of this road for 15 years and don't see a compelling need for significant changes. Cutting back vegetation significantly at Niblick seems to be a reasonable solution if they have a really big problem, and a sidewalk on one side of the road would be great.

1 - Is there a significant problem that needs to be solved? Are there more accidents at the Niblick intersection than at other intersections on Barnwell or on comparable roads? I favor doing the simplest things first: significant vegetation cutback and continuation of the really helpful flashing sign recently installed. 2 - I don't need Barnwell to be 40 at the Jones Bridge turn AT ALL ... but it should be 40-45 the rest of the road, plain and simple. DO NOT tear down houses and old trees to straighten out that curve! 3 - Barnwell has the feel of an old country road. I LOVE that it doesn't have landscaping, street lights, turn lanes, or medians. I moved here and stayed for 15 years in great part for the ability to escape standard overdeveloped suburbia while still being within driving distance of work. Keep the feel! 4 - I would love a sidewalk on one side, but it does not need to be huge. Standard (3ft?) would be perfectly fine. The side that River Glen on would probably be best because it wouldn't require destroying hills and building up other hills nearly so much. 5 - Just because you have money (from the feds or otherwise) does not mean you have to spend it.

Barnwell is a beautiful drive. Please try to maintain this feel. I would appreciate only the minimum amount of changes needed for safety purposes. Please don't widen or try to raise the speed limit. Please try to maintain the source of the beauty--NATURE! Even with the same speed limit, the argument can be made that wider roads make people more comfortable and therefore they drive faster. How about increased police presence to keep everyone going the speed limit? Basic landscaping that increases sight distance? One small sidewalk along the length sounds ok, but trails and bike paths too? I just don't think they'd get enough use. Has anyone actually tried to ride a bike in most of Rivermont? The hills are intense. There really aren't going to be a lot of amateur riders going to and from their houses. And where would they go? Kroger? I'm just afraid that the beauty of Barnwell is going to be destroyed

and it's going to look like every other street in Atlanta. Thanks for seeking out public opinion. Good luck!

Thank you for reviewing this project.

We cannot stand the people cutting through Rivermont Parkway and not even stopping at the stop signs. The speeding at Barnwell Elementary is unacceptable. The speed increase is not a good option and 4 lane Arterial road would only increase that. We purchased our house because of Barnwell Elementary and support the school system. Please don't make the area less appealing due to a 4 lane road or straightening the road to increase speed.

Addition of left turn lanes and clearing for sight distance at communities will reduce traffic congestion and increase safety at minimal cost. Secondly, permanently closing off traffic access to Barnwell Road from the Kroger mall will eliminate aggravating, unnecessary congestion and accident risk. Thirdly, addition of a right turn only lane at the southbound Barnwell Road and Holcomb Bridge Road intersection plus addition of a lengthy access ramp onto Holcomb Bridge road westbound will improve traffic flow and facilitate further easy access into Kroger mall. Fourthly, adding automated speed capture cameras on the longest stretches of straightaway driving on Barnwell will deter speeders. Alternatively, if automated speed capture cameras are cost prohibitive, an occasional manned speed trap will generally suffice.

Roundabouts (if used) need to be a minimum of 100ft. Do NOT increase speed, encourage higher usage, or increase to 4 lanes. NO WAY!!!!!! Combine use of 1 or 2 roundabouts with left turn lanes. Include Glastonberry entrances especially Jacobean Entry in the plan for improvements. Jones Bridge / Barnwell corner needs to have wider lanes or shoulders, particularly south bound. Pedestrian safety. Continue to force a slowdown. Do NOT increase speed. Increasing speed or volume on Barnwell will only increase the congestion at Holcomb Bridge. Do NOT need fast access to a parking lot.

Please spend this government money on another road. Leave our 'country' road alone.

The entrance to the Kroger center should have top priority as it is incredibly dangerous

Barnwell Rd is a residential area and should NOT be a Arterial Road

Fist, I appreciate the opportunity to contribute my opinions to this process - thank you. I commute on Barnwell, daily, between Old Alabama and Holcomb Bridge, so I feel I posses a fair perspective upon which to provide my comments. Barnwell is a pleasant collector road, providing a somewhat rural experience in an otherwise congested section of north Fulton Co. Traffic flows fairly well along the road, in my opinion, and I don't see the need for it's ability to

move traffic along more quickly, because these benefits would only invite more traffic, and the benefits would be mitigated by the ability of Jones Bridge, Old Alabama and Holcomb Bridge to handle or move traffic along any better than what these roads already do. Part of the charm of driving Barnwell is for three miles you have this slower-paced, fairly-relaxing driving experience amongst a more natural vegetative landscape. And, while there are occasional backups waiting for some commuters to turn left, whether moving north or south bound on Barnwell, they really don't delay progress more than a minute or two. Even bus traffic in the morning only delay's the commute by several minutes. In conclusion, clear some vegetation and some embankments that are encroaching upon the road and may create safety hazards for some commuters, but don't turn this great little connector road into another arterial throughway. Maybe add sidewalks to provide better sight lines, but please don't alter the driving experience or use valuable government resources to move us along more quickly only to wait at traffic lights on the other end of this three mile stretch of road, and please don't alter the elbow turn on the north end of Barnwell: it's part of the charm and characteristic that provides a rural "feel" to the drive along this relaxing strip of road - we certainly won't be delayed in our overall commute by slowing from 40 to 15 mph's for a few seconds. Thank you again.

I think that we need to maintain a small town feel to the road, making it more beautiful and functional with one sidewalk. Artery approach needs to be avoided at all costs!

As a resident of River Glen for 15 years, I see no need to change Barnwell Road. The area along Barnwell, including Jones Bridge, is fully developed. Given the number of vehicles that travel Barnwell Road, the accident data does not support the need for these drastic and expensive changes. If speeding is the greatest concern, it would be much more prudent and fiscally responsible to use our police to enforce the speed limit on Barnwell, whether at 40 MPH or reduced to 30 - 35 MPH. The character of Barnwell and our neighborhoods and is what attracted most of us to the area and should remain unchanged. We are not a master planned community with bike trails, sidewalks and other development features, nor do we want to be. If we wanted those amenities, we would have moved someplace that had them. The greatest area of concern to most residents is the traffic situation at the intersection of Barnwell and Holcomb Bridge, which is where your focus should be. I believe that minor changes could positively improve traffic flow at that intersection. I would propose the addition of a third lane, dedicated to traffic making a right hand turn onto Holcomb Bridge. The existing two lanes could remain as they operate today with the left lane dedicated to left hand turns and the center lane with the option to either turn left or to go straight across Holcomb Bridge. Thank you for consideration of my opinion.

When we were looking to purchase our first home, we were looking for an area that had great schools and good access to the interstates but also had a "smaller town" feel to it. We love that this part of Johns Creek has "smaller" roads and leaves so much of the natural landscapes of trees and such along Barnwell. If you were to make Barnwell Rd an arterial road, it would be devastating to this area and all that live around here. In reference to the speeding issues on Barnwell, the part that is really bothersome is the speeders going through the school zone - speeding along that road is truly reckless. We do have issues with people using Rivermont Parkway as a cut through between Barnwell Rd and Nesbit Ferry Rd - due to the fact that they

speed through the subdivision and do not obey the law with the stop signs.

Traffic congestion is a real issue at peak times on the southern end of Barnwell Rd at the HB intersection. Traffic will always be a concern and we must accept this. The efforts of the city to address this issue with the least amount of impact on the residents of the Barnwell corridor is commendable. That said, a common sense approach is best. Trimming vegetation and adding turn lanes in certain areas are reasonable options to explore. Roundabouts and medians may not be needed.

Extending improvements to reduce the dangers at the intersection with Jones Bridge should be considered. Additionally, maintaining the corridor's current charm and small-town feel is critical, meaning I am not in favor of major infrastructure installation.

I drive on Barnwell EVERY day. It's not that bad having come from areas where it IS bad. I like the idea of roundabouts to slow cars down and also allow people to turn safely in and out of neighborhoods. We need sidewalks. I can't walk my daughter to Rivermont Park or from our neighborhood (Rivermont - The Mounts) to Barnwell Elementary. Under no circumstances should anyone have to lose their home in order to straighten out a curve. It's hard enough to find a house you like in a good school district and in an area you like living in. Don't do it! Don't turn us into Johns Creek proper with that mess of traffic junk up in the Northern parts. Keep our neighborhood's character!!!!

Hope that closing off Niblick is not done. It would be a very big negative as even the children going to tennis and the pool would be adversely effected. Possibly our relatively newly completely re-done club house could be in jeopardy(close to \$500,000.) This added to increase time for emergency vehicles should reasonably eliminate this option.

I think you should consider the following: As noted in the June 17, 2014 WIRED magazine, the expansion of roads actually leads to greater congestion and higher speeds during non-peak hours rather than mitigating these concerns. This concept of "induced demand" has been demonstrated many times since the 1960's and creating expanded roads just results in increased drivers which has the additional impact of air and water pollution as well greater opportunities for accidents and loss of life. Also I would like to see if you have considered the use of "smart" or "soft" traffic lights as are used in a number of US cities including Boulder, CO, Arlington and Reston, VA, and Washington, DC as well as an increasing number of international cities. Other options include a flashing strobe light, as used in Phoenix, when cars exceed the speed limit by a set amount.

Additional guard rails are severely needed all long Barnwell Rd. to restrict if not prevent cars from falling over the edge of the left-hand side of the road going north. Some rails have been put in place over the last couple of years, but the entire road should be fortified to prevent potentially deadly accidents.

Regardless of which option is selected for an improvements, the most critical decision is for Barnwell to remain a COLLECTOR -- NOT an arterial road.

My opinion is that anything done to improve the traffic flow on Barnwell will only increase the amount of traffic on the street. Why would anyone want this? As it is, people cut through our subdivision from Nesbit Ferry to Barnwell via Rivermont Parkway, Any of the mentioned "improvements" would increase traffic and drive down property values in Rivermont.

Barnwell Road is close to being close to being fine just as it is. Making it an arterial road would be a terrible mistake. Making a road consistent 40mph and taking two houses and part of the tree preserve would be a horribly bad mistake! A traffic control device at Niblick Drive would be a mistake. Striping, line of sight improvements, mirrors or devices to see oncoming traffic, and controlling vehicle speeds around the turn of Barnwell near Niblick Dr. are all that is needed. (Traffic circles at Rivermont Parkway and Glenn Ferry may be good for the future.)

On the southern end of Barnwell traffic going north continue to turn left into the shopping center. Trucks & cars run over the barriers in spite of the signage and barriers. Cars turning south are jamming both lanes through the left turn area (state designated X area). This has increased the risk probability of future accidents. If vehicles counts continue an upward pattern on Barnwell and Holcombridge the quality of these improvements are temporary.

Frankly, speed is the only problem I see, and I have lived here fifteen years. You are trying to solve problems that do not exist. I cannot imagine taking a person's HOME to widen a road that is not an arterial road.

Do NOT want MORE traffic -- just help manage the flow. Been here 40 yrs & The curve @ Jones Br was good before Johns Creek took over & decided to BEAUTIFY..... put the concrete & wood in..... Just spending money for nothing. Keep the SEMI trucks OFF Barnwell too. Circles should help residents get out of s/d & still keep "neighborhood /community" look to Barnwell.

Speed and narrow lanes with no turning lanes are the issue. My daughter rear ended a car turning left across on Niblick because she was going too fast and a car was stopped in the middle of the road because there was no turn lane. When I turn left into river Glen coming south, I fear for my life that I will be rear ended by a speeder coming down the hill past rivermont parkway. The road is also narrow so ideally we would have medians as well to avoid head on collisions.

Roundabout with a median would be great. Strongly against anyone losing their house. Strongly against anyone having to have a wall built because of the road.

Option 3 above is most appropriate but suggest straightening out curve at Barnwell and Jones Bridge to allow consistent speed and add roundabouts anywhere a left turn lane or traffic signal is being considered. I travel several roads in other counties that have recently added roundabouts and it significantly increases consistent, safe travel through the corridors and reduces brake wear, gas consumption, and emotional frustration/stress.

Johns Creek moto is the exception, yet; if it made Barnwell a four lane arterial road it would no longer be an exception for our community. The city of Atlanta continues to grow, which means more traffic. Barnwell first and foremost is a community; not a short cut for people to speed through. The best option is to make changes that improve the community. Making it four lanes will bring more traffic at higher speeds; and with that more issues. Noise pollution, air pollution, possible crime increases? Reducing the speed to 30 mph would reduce accidents, the need for extensive modifications to allow for line-of-sight for 40 mph, and would allow modifications like trails, bike lanes, and sidewalks in the missing gaps to make this community even greater. Do not make Barnwell more inviting for residents inside Atlanta to use it as a high speed shortcut home. There are plenty of other roads they can use for that. To help with overall traffic congestion in the surrounding areas of Johns Creek, the city could start investing in adaptive traffic signals run by modern software and a.i. Algorithms. This is much cheaper than adding lanes when space in Johns Creek is already a premium, and a heck of a lot smarter solution. Just look at cities that have already made the transition like Singapore, Seattle, and many other cities. The current traffic light management system is a dinosaur that is long past need of an upgrade. The relief to congestion would be immediate.

slower traffic and walkability improves the quality of life in our city. I want to see traffic remain at 20 where Barnwell and Jones Bridge meet. Any faster and Glastonberry residents will not be able to exit safely. I don't want our tree preserve harmed or any of our homeowners displaced.

I take this road to work every day to the Perimeter area. If I leave early enough the traffic is fine and no changes would really help me. What would change if these upgrades are completed is it would make my departure time more flexible. My points of interest in leaving later are the Barnwell school and the intersection at Holcomb Bridge. It would be nice to have more departure time flexibility but I don't need any consideration for evening times. Thanks for taking my opinion into account.

This 28-year resident very strongly opposes arterial. It solves no traffic flow problems that are not already solved by double left turn lane at Holcomb Bridge intersection, but does create much more noise in a residential and parkland setting. Prefer left turn lanes at all intersections without roundabout, including entrance to CNRA (I was seriously rear-ended there while making a left turn). Roundabout(s) in at least one intersection would reduce speeding. Bike lanes are desirable, but are usually too narrow in GA to be safe. Oppose

significant widening of Barnwell Road.

I have lived in the Foxworth subdivision for nearly 10 years and use Barnwell Road on a nearly daily basis. I do not want this road to become an arterial road. Making this into a 4 lane road will not help the area in terms of safety. It will only increase the amount of thru traffic in this area, increase speeding issues, increase the likelihood of accidents, and take away the beauty and serenity of this neighborhood street. As shown in this survey, there are several strategies we can implement that don't involve taking over someone's homes and turning this road into a 4 lane speeding road. Adding lighting, turning lanes, widening the lanes, and/or roundabouts are the measures we need to take to improve the safety concerns that exist here. The improvements that were made a few years ago at Barnwell and Holcomb have definitely helped. Let's continue to make improvements like lane widening, better lighting, and roundabouts if necessary to improve safety. Turning this otherwise peaceful, neighborhood oriented, quiet street into a major 4 lane thoroughfare is NOT the solution.

Since the inception of the City of Johns Creek, I have been impressed with the vast majority of road improvements I have seen in my area which have occurred under the guidance of the city. Let's keep up the good work and not screw this one up! I have lived at this (River Trace subdivision) address just off of the corner of Barnwell Road and Jones Bridge Road for 17.5 years. During that time I have come to realize that the north Fulton road improvements which make the most impact for safety, traffic flow, and pedestrian access are intersections. However, road widening in most circumstances serve no purpose other than to quickly move a lot of vehicles up to get in a long line at the next street light or other clog point. Therefore, I favor either clearing of existing potentially dangerous intersections through leveling of ground and shrubbery along with short distance speed limit reductions - or the introductions of 3 roundabouts and 1-2 more turn lane locations. \*\* If I can only make one point, it is this. If the Jones Bridge / Barnwell Road curve were to be straightened, it would serve no purpose other than to increase speeds along a residential area, then get those vehicles in longer lines at the intersections at either end of this road (most notably Holcomb Bridge, but also Old Alabama). That curve is serving a useful, positive purpose now to safely slow vehicles already - sort of like the roundabouts proposed at other areas along Barnwell Road. Destruction of that VERY beautiful small park / nature preserve near the curve, with very old oaks would be a travesty, and destruction of the very nice recently built boardwalk path would be a waste and a loss of lifestyle for me and my neighbors. I won't address the eminent domain irritation of kicking out neighbors and homeowners; the discussion of destroying those trees should be the end of this discussion. If you wish to move southbound traffic better during the morning school and work commute times, I have useful some suggestions. 1. Expand the loop within the Barnwell school property so approximately 20% more "drop-off" vehicles can fit within school property at any given time. This can be done without eliminating anything more than some pine trees south of the current "drop off loop." No kids' play areas have to be lost. 2. Educate the police officers who direct traffic each school morning that they typically have a backup on the



southbound route nearly all of the way back to Old Alabama Road, whereas the backup on the northbound route is regularly less than 15% that long. Let the larger southbound traffic flow - even at the cost of backing up the northbound traffic to an appropriate equal distance. A shoulder lane northbound, just south of the school, would help. A turn lane / shoulder lane in front of the school (even a very short distance) will help southbound traffic somewhat. Following suggestion # 1 above would help more. Now, let's move on to the southern end of Barnwell Road - the intersection at Holcomb Bridge Road. Objective: Facilitate the backlog of southbound vehicles on Barnwell on to, and across Holcomb Bridge Road. Your proposals add one southbound lane for roughly a few hundred yards (less than double the distance from HBR to the Kroger exit). This will help, but much more can quite easily be done. 1. Barnwell southbound could be widened one additional lane for the distance of a typical one light cycle backlog to allow three lanes to turn left on to Holcomb Bridge Road, which already has a very generous shoulder. Those vehicles would have to merge before the river, but not immediately. 2. With the acquisition of a very small section / corner slice of private land (not condemning any homes), this intersection could be made somewhat closer to 90\* rather than a 120\* turn. This would allow vehicles to move safely, with better visibility and quicker up the hill and left on to Holcomb Bridge Road. 3. Why does the exit / entrance out of the Rivermont Kroger shopping center even exist? I shop there. I don't need it and do everything to avoid using it. It serves no useful purpose that I can see other than as a shortcut. I cannot imagine any shopper not patronizing those stores because they had to enter or exit through one of the several other options. In fact, a light could be added between the Chick-fil-A and the car inspection business on Holcomb Bridge (synchronized with the Barnwell light), to make sure those stores are not harmed. I have seen far too many "blind go-for-it" attempts to pull out of that private intersection to make a left. Not only that, but even when vehicles pull out of there to make a right turn, they slow the traffic flow and prevent several vehicles from making it through the light at Holcomb Bridge Road. 4. The widening you propose for southbound lane expansion just north of the Holcomb Bridge intersection should expand slightly - the goal should be to allow at least 110% of the capacity of vehicles that can get through one green light into the expanded lane areas in order to achieve a full cycle of vehicles to get through a single green light cycle. What happens now is that not nearly as many vehicles get on to Holcomb Bridge Road the time the light would otherwise allow because the vehicles are stuck in a single line, only able to accelerate and fill the second lane when the light is past half of its cycle. Next topic: Wildlife Be careful to not place too much lighting along Barnwell Road so as to disturb birds and other wildlife. I assume the city administrators and advisors have some grasp of the huge amount of wildlife which cross that road regularly and live very close by, either along the river, the golf course, or the countless nicely wooded private lots. Any lighting installed must be downward pointing and as low as possible in height and lumens. Wildlife is another reason to not widen the concrete and tree cut width any more than absolutely necessary. Normally I favor sidewalks and bike paths wherever offered or feasible, but along this road I hope they are kept as narrow as feasible, if built. Short stretches of sidewalks - those that connect separate adjacent neighborhoods are quite useful, but I'm not as eager to encourage cyclists on to Holcomb Bridge Road. Finally, SLOW DOWN! This advice is intended not only for the vehicles on Barnwell and other roads, but for the City of Johns Creek decision makers. Other than a handful of low visibility intersections which should be addressed soon via removal of



physical obstacles and lowering of speed limits in those areas, I do not see a rush to create "the next big project" here. When I read the informational material in advance of attending the Mt. Piscah gathering, I expected the focus of this project to be about reducing the super speeders along Barnwell Road. Nothing should be done which encourages or facilitates higher speeds such as more or wider lanes and turn lanes. I am hopeful that if designed and built properly, the three roundabouts can become checkpoints of speed reduction along this beautiful road to travel. Thank you for taking the time to read, digest, and consider my input. I enjoyed the interaction of residents, city officials, and advisors at the Mt. Piscah gathering. Let's not mess up this nice road to travel. Regards.

I believe that if a few minor improvements were made along Barnwell with Vegetation cut back on a regular basis, speed signs with indicators, widening of turn in lanes to certain subdivisions and most important of all fixing the intersection of Barnwell and Holcomb Bridge to more lanes to turn and preventing the turn into the shopping plaza going north on Barnwell in a better way many major issues would be addressed. We also need the left turn lane from Holcomb Bridge to Barnwell lengthened to allow more cars to make this turn, it would help to prevent blocking on Holcomb Bridge. At peak traffic hours this turn lane can become very backed up and the room is there to do this very easily with changing the striping. The only pace that I can see a roundabout placed on Barnwell road to be effective would be at the intersection of Rivermont Parkway and Barnwell, do this may fix most of the issues if speed is a problem and it would incur the least cost as the land is there to do this.

I once had to walk home from daycare carrying a sleeping baby on Barnwell road. It was a miracle I was not hit by a car. Sidewalks are the most important thing to me as far as these improvements go and a dedicated right turn lane on the corner of Barnwell turning onto Holcomb Bridge. Thanks for all the hard work and planning!

I learned to drive in a state that used rotaries at the intersections of major thoroughfares. It simply does not facilitate smooth traffic flow. Fast forward twenty five years and they are spending huge sums of money, and creating even more grid lock while they remove this "great idea" from the 1950's and 60's. I also vacation at Hilton Head Island, South Carolina, there is a rotary at a major intersection on the island which does not serve motorists well and in-fact creates quite a bit of congestion in all directions during heavy traffic times. Please don't take us down this path on Barnwell Road! I have lived in CCOS for 13 years now and I feel Barnwell Road functions perfectly the majority of the time. Rush hour is challenging everywhere, adding rotaries will not improve the quality of life for those who reside in the surrounding communities. If there must be improvements I would be in favor of bike paths, side walks and left turn lanes but do not impede the flow of traffic to appease the vocal minority at an intersection which does not meet current safety standards. Restrict the hazardous turn and leave the rest of us free to move on down the road as it has been for many years.

Keep Barnwell Road as a collector road. No roundabouts, no medians, yes turn lanes, yes sidewalks, yes bike lanes.

I do like #3 but we do need the one roundabout at rivermont to slow down traffic.

Barnwell Road is residential road for subdivisions. Increasing the number of lanes and/or straightening the road to accommodate traffic is only going to create more accidents. At this point, the sharp turn in the road at the north point of Barnwell keeps the cars from speeding past neighborhoods that have tons of kids. If the road is straightened speeds will pick up and the road will become dangerous for young people. Ditto for additional lanes - which will make it very difficult for anyone wanting to make a left turn out of the numerous subdivisions to struggle. There are lots of children that live in these neighborhoods. I think anything that encourages higher speeds (such as straightening the road) or more traffic (such as adding lanes) is a huge mistake. I fear for the safety of the children that live in those neighborhoods. If commuters (and I am one of them) don't like the nature of Barnwell Road they should pick another route. Accidents on this road do not seem to be a big deal. I travel this road all the time and I rarely see an accident that is not related to deer, etc. If the road is not a big safety hazard the way it is why would we waste tax payer money making improvements that will actually make the road considerably less safe for the young people that live in the impacted neighborhoods. Thank you for your time and for collecting information from the community on this important issue.

We all know that as more and more homes, apartments, businesses, and townhomes are built along Jones Bridge Rd, that there will be more and more traffic on Barnwell...it seems inevitable that this road will one day need to be four lanes. Nesbiot Ferry has 5 pre schools, Mt. Pisgah and an elderly care facility...it can handle no more traffic..Thus, Barnwell is the next road to meet the demands of the residents to the north.

It is important to keep Barnwell rd as a collector road, limit speed to 35 mph and provide necessary speed violators.

Be conservative and save money

Look at least disruptive change to the actual road as it is. 1. Install speed cameras. It is inexpensive, it works, great venue source. It will help to limit interaction with police and neighborhoods leaving or getting home. 2. Traffic lights (change City regulations) 2B. Stop spending (my) money on flowers and bushes. 3. Speed bumps at neighborhood entrance (change regulations) for the police when they overspeed for many unnecessary reasons. 4. Stop building homes and shopping centers, change regulations, city buy land to keep it safe and as it is.

There are desirable elements in each of the options presented. Line of sight improvements are the most important action to take. Roundabouts are not necessary. This is a major road and needs to be improved to accommodate the traffic it handles.

Speed could be better controlled by the installation of speed sensing devices to detect and alert oncoming cars of their speed on Barnwell Road.

Regarding the north end of Barnwell Road, straightening out the curve would encourage speeding. This bend actually helps to break the speed of vehicles heading north. More signage of the bend is all that is required for this portion of Barnwell.

Might be good to consider installing cameras to catch over speeding drivers. Light poles will help to see (deer especially during winter season). Vehicles coming out from neighborhoods. If at all possible, keep disturbance of the existing topography to a minimum, very minimal increase of impervious footprint to avoid future flooding. Regrading any future roadway preference will more likely to create problems whenever it rains. Definitely, no to roundabouts! Decrease speed limit to 35 to meet the regulated sight distance. Also, kindly inform us of the result (tabulated) of this survey. Thank you and hope the City Council will reconsider their plans and listen to us who live around Barnwell Road.

Lived here a nice long (relatively) quiet time. (Please do not ever put in 4 lanes!!) My backyard borders on the rock "wall" onto Barnwell - need trees growing there as a partial sound buffer on rock wall. Cutting back foliage etc. at Niblick Drive entrance could help cars exiting. Catch the speeders, please...more police patrols?

Kudos for a huge improvement at Holcomb Bridge and Barnwell.

Have you considered the impact to wildlife and the river area with these various changes? How many council members travel Barnwell Road daily? What about a wild life study to ensure minimum impact? What criteria determines the final plan? Is it truly citizen preference?

Plant trees and other barriers to traffic view on sides of road

Providetrees/ vegetation to reduce road noise to home owners along the corridor.

Start on time, not 20 mins late! Be better prepared for the presentation.

If changes need to happen, I prefer the roundabout plan. It will help with speeding while maintaining the collector road status. I also support the proposed improvements to Barnwell/ Jones Bridge turn (i.e. widening towards CCOS, not changing boardwalk.) Please do not make Barnwell an arterial road. It will destroy homes in our neighborhood, disrupt the charm of the area, impact property values negatively. People but homes in this area for convenience to work, we shouldn't be punished so someone living in northern counties can make it to the city faster.

Keep Barnwell a neighborhood collector road. The most important thing is to increase the lane width and add paved shoulder or bike lane (integral with roadway). (> 'lane with 4' shoulder/bike lane). Preferred alternative with bike lanes is best. Reduce sidewalk to 6'. Extend project to meet sidewalk at Jones bridge curve.

As someone who actually lives off Barnwell, I know that no improvements are needed or wanted to our neighborhood collector road. Speeding should be controlled via police presence with motorcycles, not massive construction project. I live, work, and play in the immediate area. our neighborhood should not be negatively impacted to allow those living north of us to drive through the city.

Would prefer sidewalk (8ft) for entire distance and 2 or 3 roundabouts to slow traffic. Don't see need for bike lanes on roadway.

Preserve wildlife - environmental study needed. Do not compromise our Rivermont Park. Do not take our land. How much \$\$ is this project.. Why!

People have purchased their homes based on current stunning look and feel. This is the character of this area. Widening Barnwell Road would destroy the character of this area.

The 4 lane options is horrendous for any of us who live on Barnwell. There would be way more traffic, not less. Why spend the millions of \$?

In regards to question 7: 35 mph should be the speed limit. Slowing the traffic makes it safer. The plan for the turn with the boardwalk from August 2015 needs to be put into action. The outer lane being moved to CCS by a few feet allows a safer turn. I don't think trail on the CCS side is necessary, just pushing out the lane is very important.

Proposed 10 ft wide concrete trail would be a waste and expensive. Because of the steep of the road and the lack of a destination at the end (park, connection to greenway, etc.) I doubt it would get much use. A traditional 3-4 foot wide sidewalk would easily accommodate the limited pedestrian traffic.

We live in a house that backs up to Barnwell Road, therefore our vote should count 4 times as much as someone who doesn't live directly on Barnwell Road.

Right turning lane from Barnwell to Holcomb Bridge. Red light at Holcomb Bridge to allow access and genes synchronized with lights of Barnwell and Nesbit Ferry. Additional lanes would be needed on Holcomb Bridge and between Barnwell and Nesbit Ferry. Possible stop light at Barnwell and Niblick Drive 3 Way stop at Barnwell and Niblick Drive.

3-way stop signs at entrances to River Ridge and up to other subdivisions.

No to the 4 lanes. Would be dangerous trying to cross the street.

To add a 4-lane down Barnwell is a waste of tax payer dollars. The wooden sidewalks and the money spent to preserve the oaks would have been a complete waste. No where along the Chattahoochee will you find a four lane in metro Atlanta.

Change only what is necessary to make road safe. Most importantly at Niblick and the added turn lane into the CCOS service entrance that backs up and causes people to pass dangerously. Changes should be attractive, with landscaping.

Questions 2, 3 and 8 are very confusing. The convention for these ranking items is that 1 is the highest priority and the lowest priority is assigned the highest number. I find it suspicious that the survey does not conform to the standard, and I suspect that you will have answers that were not intended. I think the council needs to address this very poor survey design. 2. It seems that the simplest answer to the speeding problem would be traffic cameras that would be triggered to snap a picture of the license plate of any car traveling above the speed limit. Get the picture, send the ticket, end of story. 3. Straightening out the curve at Barnwell and Jones Bridge is silly. We want to slow the traffic down, not make it easier to speed. 4. As for making Barnwell an arterial - see above. Silly for the same reason. 5. I like roundabouts. They work (as long as they are big enough) and the impact on residents and others who travel that road would be minimal. This is my favorite solution.

I do not want to lose any land or give any easement.

Barnwell road provides access to the neighborhoods along its span. Increasing speed limits wold not accomplish anything as traffic feeding into Holcomb Bridge and Old Alabama has no place to go. We also have a school on Barnwell Road. What's fast enough? 40 mph gets people going 45 - 50 55 mph. Any proposition, if implemented, will destroy our property values. It is too bad there weren't wasn't more foresight 20 years ago providing more connectors.

However, it is what it is. I do not want Barnwell to become a racetrack for the rest of Johns Creek. This is a peaceful neighborhood area. Please leave well enough alone and go earn your reelection kudos elsewhere.

- Keep Barnwell a lane - Need to keep people driving the speed limit - Need a traffic calming somewhere in the middle of Barnwell Rd to have people let off the gas pedal. Break the 2 mile speed lane. A roundabout is good!!! -Shame on City council for introducing 4 lane. This is perceived as a threat to make "no action" look better.

I want turnarounds because I want drivers to go slow. I also want flowers because I want it to look pretty. I want sidewalks because I want to ride my bike. James says he wants ice cream trucks because he wants ice cream.

Just because the federal government wants to give you money to install roundabouts, it is not necessarily smart to do so. Barnwell Rd. is a commuter road and if you mess with it the response will be so negative elected officials will be thrown out office at the next election. Commuters might march on city hall!!!

I live in River Glen and have to exit the subdivision at the south entrance each morning. it is so dangerous and I cannot get out because of the volume of traffic!!! I cannot tell you the number of "near misses" I have had. We need some sort of control to limit the traffic!!! My if we limit the travel to people living in the area, OR roundabouts to ease the flow the traffic.

- Do whatever is necessary to discourage the increased volume of traffic. - Do something at least one of the enhances to River Glen community. Impossible to get in/out of community.

No improvements are really necessary on Barnwell.

No improvement is necessary. Barnwell is good as it is. Please leave it alone.

1. Traffic must keep moving. 2. In the morning it takes 15 minutes to 30 minutes to get to Holcomb Bridge road from River Glen. It is ridiculous. 3. There are blind spots all over Barnwell road causing accidents. 4. Create a sidewalk where people can walk or ride a bike. 5. Bikers should not be allowed to ride on Barnwell Road. They should use the sidewalks carefully without endangering the folks who are walking.

I like preferred option.

Having had an accident at Niblick and Barnwell which totaled our car and sent my six year old granddaughter to the hospital, I consider Niblick/Barnwell a major traffic problem that needs addressed immediately addressed. It is dangerous both pulling out onto Barnwell as well as pulling out either left or right. The intersection leaving Rivermont station and Barnwell is also a traffic nightmare. I think the accident ratio at Niblick and Barnwell makes a dramatic statement.

No need to straighten out 90 degree turn - it helps slow traffic near school. Niblick and Olde Club could use left turn lanes to blend into traffic - also, longer right turn lanes into subdivisions - currently too short to get totally out of traffic lane. Need dedicated left turn lane out of Kroger Left traffic signal (Barnwell to Holcomb Br) needs more time between 4-6 pm M-F as traffic sometimes backs up to Niblick and there's no safe way to turn left out of Kroger. Can take up to 3 light changes to turn left on H. Bridge.

- Do not speed up the limits - Only causes more problems - No built in dividers/sidewalks/trails/etc.
- All costs money that isn't needed - Population doesn't exist that will use them.
- Turn lanes and pullout lanes are best option.
- If it isn't broken, don't fix it
- Most intersections have zero accidents - Don't fix or change them.

- Keep the rural character as much as possible.
- No need to spend money on landscaping.
- Bike path I believe would actually create more danger.

- The cost of each proposal should be shared as well.
- Shall remain a collector road. All residential.

On the 2nd alternative with two lane, the pool listed as community pool at Rivermont is not a community pool, that pool is for the golf club members. If there will be any changes, I will ask for sidewalk along Foxworth subdivision as is shown on Alternative #1.

- Location of roundabout should be large enough.
- There is a missing entrance to National Park near Location M.

We would also like to see street lighting on Jones Bridge. Particularly adjacent to Jones Bridge Landing subdivision. More law enforcement. Reduce speed limit to 35 mph.

Want street lights between Old Alabama and Barnwell on Jones Bridge. We have only subdivision entrance lights. Sidewalks on both sides of Jones Bridge - need better lights for walking to Marlow's!

More street lights Make a sidewalk between Foxworth and Rite Aid - people have to walk on the grass which is wet and dangerous. Use common sense re: cut down vegetation to improve sight lines, not more money to make a 4-lane which will increase speed, traffic and more accidents. Also, increase yields in and out of the subdivisions.

No additional comments.

- None of these plans addresses: congestion, speeding, walkability or cycling, in or around Barnwell Elementary or Glastonberry subdivision. - Allow expansion of public transport into/out of Johns Creek! If I could ride a train to/from work I wouldn't need to drive.

Holcombe Bridge & Barnwell Intersection improvements, Roundabout intersections at three southern street locations (Niblick, Glen Ferry, Rivermont), turn lane improvements at two CCOS gate entry locations & Sandy Lane Drive followed by sidewalks, night street lighting, bike lanes, and landscape improvements, in that order are my priorities. Thank you for a well done job of providing the community good information on our options! No matter how well studied and presented some folks will just not be pleased, no matter which choice is made. The best outcome will be to improve safety while providing better traffic flow! Lighting, sidewalks, bike paths and wider lanes are good improvements.

Having attended the original meeting on changing Barnwell a couple of years ago and now, I am still absolutely against the four lane road. This area is such a treasure in an area that is too commercialized and been raped of the beautiful trees of the city, it would absolutely be horrific to tear down more trees in the preserve at the Barnwell hairpin turn. If anything, that turn may be able to utilize some kind of median to help with th turn just on this part of Barnwell. There is room on that turn that is currently unused except for an occasional pine straw salesman or birdhouse salesman. Has anyone thought of that other than tearing down homes and the preserve? This road should never be converted to a four lane as you will lower property values along this corridor and I would think Johns Creek does not want that to happen. I know there would be a mass exodus of people leaving the area because of that. Also, as far as



"accidents" go, the only ones I have ever seen in my 15 years are caused by deer. And this problem will not be alleviated by roundabouts, wider lanes, or turning lanes. The speed limit on the road is currently appropriate in my opinion. I cannot recall the last time I saw someone speeding. Keep JCPD there to monitor speeders if necessary. Niblick Road issue - put up a mirror of sorts, remove vegetation leading into the turn. Again, I don't see that much turning in and out of that neighborhood to warrant such a major change. At the most, three roundabouts is plenty for this road. I think I remember the older plan wanted something like 7 of them? That was absurd. The 3rd alternative makes no sense either. A median will require constant care and may hinder visibility. If anything, cut back much of the vegetation at each and every road leading into Barnwell and that will help greatly. And lastly, I still want to know what the "community pool" was all about on th plans at the meeting. No one could answer that. Is there a plan for a community pool? Certainly hope not as most of the neighborhoods have swim and tennis.

This whole thing is turning a mole hole into a mountain. This is a huge amount of time and energy to fix something that is not really wrong. Constituent \$ down the drain.

Straightening the Jones Bridge at Barnwell Road junction will require the displacement of the families. This is totally unacceptable.

The idea of an arterial road (Barnwell) is ridiculous. Not only will it create more traffic (traffic is livable now) it will be unsightly, more dangerous, causing high speed driving and surely poor idea wise. Leave something perfect alone.

As the owner of a house at Barnwell Road and Niblick Drive for the past twelve years, I have seen many accidents, near misses and arrests for speeding at or near this intersection. Police officers on the scene have expressed concern that some of the tickets they issue involve speeds of up to seventy miles per hour. City and county workers at the site have said they dislike working near this intersection due to the speeding and sight issues. Even on light traffic days I hesitate to turn left onto Barnwell Road because cars coming around the curve are impossible to see. It is becoming increasingly difficult even to make a right turn, as almost no drivers actually slow to the flashing 30 mile per hour limit posted here. I have lived in Atlanta for thirty years and am aware that drivers in and around the city generally exceed speed limits by at least ten miles per hour. With a posted limit of 40 miles per hour for most of Barnwell, drivers are routinely travelling at 50. As a result, I believe that all drivers need to be slowed to a posted speed of 35. This could be achieved by putting up stop signs at strategic intersections enhanced by surveillance cameras which would automatically photograph and issue tickets to offenders. This plan is cost effective, non-invasive, and would allow any addition of sidewalks or trails to be safe and enjoyable. Another option would be to close the Niblick entrance altogether and to reroute neighborhood traffic to the Olde Clubs entrance. Ours is not a large neighborhood, so that entrance could easily handle the traffic. Thank you so much for the opportunity to ask questions at our community meeting and to provide ideas.

I do not want roundabouts at all.

I want minimal changes on Barnwell Rd. We definitely need to fix the sight distance at Niblick Rd.

I think the lights that remind us how fast we are going that flash work for speeding. The vegetation that is causing us to not see oncoming cars is a hazard so appreciate the efforts to cut that down. I like roundabouts if there is room to install other wise left turn lanes may be sufficient for going into Niblick Drive. Coming out is the most difficult at rush hour thus the roundabout seems a good choice. The sidewalks near the school are excellent. I do not know if sidewalks all the way would be utilized. The road seems narrow for bike lanes. It must remain a collector road as no businesses are on this road and it would ruin the character of the neighborhood feel and safety with the school and parks if it became a four lane road. Not sure where Hogan Creek is!! Thank you for allowing input.

Left turn lanes actually would resolve the issues best by removing cars from main travel lanes and stoppage issues waiting for vehicles at CCOS security gate and other intersection. Vegetation cut back and wider lanes are needed. But I would never like to see four lanes nor any further expansion past the Glastonberry subdivision as the road is plenty wide from the blinking light to old Alabama on Barnwell, with appropriate turns lanes and good visibility that should not be changed.

Barnwell Road is perfect, just like it current is! The Johns Creek funds need to be spent on much more important things (like repaving my pathetic looking street.)

Leave it as is !!!

this are all terrible choices lower the speed limit all along the road bicycles here are dangerous. adding bike lanes is a bad idea roundabouts are aesthetically awful and will actually slow traffic down more than needed seems like a big waste of money

1. no need for side walk or trail or bike lane in Barnwell that currently don't have them. Existing ones seem to be way under utilized anyway. Has the city ever measure utilization rate of the side walks and trails and bike lanes it has built in Johns creek? There are area--say next to a shopping center--that a side walk is welcomed. But for the remaining part of Barnwell there is just not such need. It seems the city is spending a lot of resources to build them but in some area they are very rarely used. 2. roundabouts are definitely undesirable as it will create back log and traffic jam given the volume of Barnwell, especially during morning rush hours. I can't image how it is like with the round about from 730am to 9am, and with all these school buses coming out from Barnwell elementary. Has the city ever measure how many vehicles goes through Barnwell during rush hours and simulate how the proposed roundabouts would perform? 3. speeding is an issue. Barnwell should have an overall LOWER speed limit rather than attempt to bring it up to a uniformed 40mph or higher limit. There are parts of the street that have poor design and shape curve. Speed limit should be set at 35mph or lower uniformly for the entire road. 4. south bound traffic from Barnwell to Holcomb Bridge should be improved to ease morning rush hours back log.

Bring back left turn only lane at bottom of Barnwell feeding onto Holcomb.

Addressing the sharp curve at the north end of Barnwell is extremely important not only for safety reasons but also to eliminate noise due to cars accelerating once they navigate the curve. Drivers hit the accelerator hard and "gun it" once making the curve, especially late at night on weekends which is extremely annoying. I can't enjoy my backyard because the noise is extremely disruptive nor can I sleep at night on weekends because of people accelerating so hard and fast. We need police to monitor speed limits between 10am and 2am on weekends to avoid it. I am very hopeful people will vote to allow the purchase of property and sacrifice a couple of trees. Thank you for including this in the project scope.

Just leave it alone. I travel this road every day and have never had a problem traffic wise, during school hours, and that is just to slow down through the school zone. Four lanes is a waste of tax payers money, and round about can be confusing and even accident prone. How many accidents have happened over the last several years. I have never seen one or heard of one.

Johns Creek has significantly obstructed traffic with every attempted improvement in traffic control. There is no need to spend additional money, even if it is a "gift from the federal government". No more "sidewalks to nowhere". If there is a burning necessity to spend money, hire a competent traffic engineer.

I think it would be beneficial to widen road approaching Holcomb Bridge intersection, but definitely not the entire road. I think the most cost effective solution would be adding turn lanes at neighborhoods.

Let's just use some common sense when redoing this area. The "improvement" to the dead man's curve at Barnwell and Jones Bridge is an accident waiting to happen. Initially, Jones Bridge was a through road over the Chattahoochee River and was meant to be a major East/West Corridor. Due to political dealings in the 1950's, that Bridge over the Chattahoochee and the road were closed. This is one of the reasons we have such a traffic issue now. That leaves only Holcomb Bridge and Pleasant Hill/State Bridge as an East West access. We have to be forward thinking... traffic will only get worse and the best solution is a long range solution and in my opinion, that would be widening the Barnwell Road, even if it brings a lot of clamor from the community. Let's not continue the mistakes that have caused this problem!

Is this all about Development of Dean Gardens? We have enough traffic now! Why does CCOS not allow development originally planned for community? Win Win Win Johns Creek CCOS/HOA Downsize within community

I live at the back end of Niblick Drive. I would be furious if access was rerouted to Old Clubs Drive. I sit in the car enough already. Adding more time to my commute would be horrible! The recent vegetation trimming and turn lane have been good improvements that show Niblick Drive is a viable access road to Barnwell Road. I have children aged 9 and 6 that need to be able to ride their bikes to and from River Glenn. I will not let them do that with Barnwell Road's current layout. If sidewalks and street lighting were added, it would help a lot. Adding the one to three of the proposed roundabouts would appropriately slow traffic to allow my kids and their friends to cross Barnwell Rd at various locations. People move to Johns Creek to be part of a community - not to have it chopped in half by a four lane highway like road. The Hooch and its parks were meant to be enjoyed by ALL in our community, not just the wealthy that live adjacent to the river. We on the north side of Barnwell Road should have easier access to safely cross Barnwell Road. Barnwell Road should not be a four lane road to allow others outside our community to speed through our area. They do not have kids that play in the area and would likely have less interest in keeping an eye out for kids near Barnwell Road. Like many others, my life does not allow time to lobby local politicians for increased development. I hope that these comments carry as much weight as the developers that are able to have face to face influence on the decision makers.

Has there been an environmental study done on the impact to the wildlife with any of the proposed plans? What are the financial costs to each of the the proposed plans? When will the questions and concerns received in the surveys be answered and posted for additional community input?

I like the 1st proposal with roundabouts but would prefer that the number of roundabouts be reduced from 3 to 2. Access from Niblick Drive could be limited to right turns only with traffic turning left onto Barnwell Road redirected to one of the 2 other roundabouts proposed for the various Rivermont entrances. 3 roundabouts for 1 community seems excessive and will greatly inconvenience others living along Barnwell Road.

<p>The most pressing issue is the Intersection of Holcomb Bridge Road and Barnwell Road. An option that has not been mentioned is to close the feeder road from Barnwell Road to the Kroger Shopping Center. This would free up space on both sides of Barnwell Road near Holcomb Bridge Road and would allow for a redesign (and more gentle turn) from Holcomb Bridge Rd West onto Barnwell Road. A median could also be placed on Barnwell Road in this area. If the 40 MPH speed limit is maintained along Barnwell Road, a redesign of the north corner of Barnwell Road onto Jones Bridge Road would not be necessary. I think stop signs on Barnwell Road and Jones Bridge Road could be restored (as they used to be several years ago) to slow/stop traffic at that intersection. This would eliminate the need for costly rerouting of the road and private resident property expropriations.</p>
<p>The sharp turn where Barnwell turns into Jones Bridge is a natural speed break. If speeding is a problem, why on earth would the city eliminate that corner? Plus a lot of taxpayer money was just spent to install the sidewalk and landscaping ! Any of the improvements shown on the map would require removing many, many trees in the river corridor and adding a lot of fill. What an eyesore these improvements would be!</p>
<p>Test</p>
<p>Why do you want to make these extreme changes? It is a steep road--not appropriate for biking or walking</p>
<p>I don't think any of the above are needed, especially a sidewalks to no where. Possible widening where possible. I have seldom seen bikers and wouldn't waste money on bike lanes. Speed can be controlled by monitoring it with a few speed radar signs like on HWY 141 reminding drivers of their speed and policing. Trimming could be done to improve the sight lines. Left turn lanes may be considered at some subdivision but the city should not consider encouraging more traffic. No need to spend money on the curve on the north end. Just add speed reduction signs.</p>
<p>The only place along Barnwell Road that it is a problem is at the intersection of Holcomb Bridge Road. That entrance/exit from the shopping center should be closed and a right hand turn lane added to Barnwell Road to facilitate access to Holcomb Bridge Road west bound.</p>
<p>I trust each council member has familiarized him/her self with Barnwell road by no less than 8-10 drives at various times of day 7-9 am , 11am-1 pm and 5-7 pm. Gridlock happens in the mornings because if the traffic is not moving on Holcomb Bridge the Barnwell traffic is at a standstill. On more than once occasion in the mornings, while the light is green only 2-3 cars are able to turn right due to the back up.I question the coordination of the light at Spalding Dr and Holcomb Bridge with the light at Holcomb Bridge and Barnwell in two different counties.</p>
<p>Lower the speed limit Put in lights or stop signs Short of a major overhaul we should stop spending time and money on this issue</p>
<p>Best thing to do is clean up the vegetation on either side of the road where it's natural, and leave things alone! Don't put in roundabouts, especially if you want a consistent 40 mph speed.</p>

There is significant deer crossing along Barnwell. Higher speeds, will do little to diminish that activity, but will increase deer collisions. As a cut thru from Holcomb Bridge, drivers have little respect for the posted speed. JCPD must increase speed control with high frequency to send a message to those who merely pass through our community.

In my opinion, almost all of the issues along Barnwell Rd are caused by excessive speeding. If you lower the speeds, then sight distance requirements are reduced, as well. Let's allow the volume of traffic to create its own traffic calming effect. Let's lower the speed limit to 35 and enforce it. Then I don't believe anything else needs to be done. Take the money and do everything possible to improve the intersection of Barnwell and Holcomb Bridge Rd. That intersection creates more problems than the remainder of Barnwell Rd. Please make the entrance to the Kroger SC a right in and right out. That's where most of the accidents happen. Please DO NOT do anything to enhance Barnwell Rd anywhere else or it might generate more traffic. People can walk and ride their bikes on the Big Creek Trail or other parks in the area. Please 4 lane Old Alabama Rd from Jones Bridge Rd to Medlock Bridge Rd.

At the intersection of Barnwell and Holcomb Bridge Rd. add a right turn only lane onto Holcomb Bridge Rd. and maintain two left turn lanes onto Holcomb Rd. This would ease traffic flow onto Holcomb and reduce backups on Barnwell Rd.

I drive this road everyday. Yes it gets congested at peak hours but what road in Johns Creek doesn't? I must be missing something. Leave it alone. I think trimming the vegetation and putting more lighting at night might help at night.

Safety and ease of travel on Barnwell Road must be of paramount concern when making the changes that are required for Barnwell Road. The speed limit must be enforced for drivers to respect the speed limit because people are overconfident drivers and annoyed by all the traffic in this area. Good luck!

Very disappointed to see no suggested improvements to allow safe access to the Kroger shopping center. I, on several occasions, have almost been hit or hit someone trying to exit the Kroger shopping center exiting to Barnwell Road. Given the amount of traffic during peak hours, this intersection becomes very dangerous. I would be in favor of moving the entrance further down Barnwell with either a light or roundabout.

Nothing is necessary. There is no need to spend taxpayer money on unneeded improvements. Traffic is not bad and will only increase if do anything. The only time it backs up is getting on Holcomb bridge during rush hour. These improvements won't affect that. A couple left turn lanes only if something is being done.

No improvements are necessary. It's a waste of taxpayer money. The traffic is never bad even during rush hour. It's not a road that people would ever walk on and no need for sidewalks. The only traffic back up is in the morning when driving on Barnwell trying to turn onto Holcomb Br. These suggestions do nothing to fix that problem.

I don't think Barnwell Road is enough of a problem to be spending significant money on.

I have lived in CCS for 24 years and the only issue I have ever had is making a left hand turn going south early in the morning. In meetings with Johns Creek traffic Engineers I have suggested a traffic light at our back exit, on to Barnwell, that operated only in the mornings from 6:30- 9:00.

I think roundabouts would be ridiculous. I have lived here for 9 years, and I don't see/have never experienced any major speeding problems or a high number of traffic accidents on Barnwell itself. If there are some sight/distance issues, those can and should be easily resolved by trimming back vegetation but leaving most of the natural landscape. I think spending our money to "beautify" Barnwell or add bike lanes/trails/bridges is a waste. Don't we have more appropriate and urgent things to be spending our money on? Thank you for hearing us - please leave Barnwell as untouched as possible!

reduce the speed limit on Barnwell Road thus encouraging the through traffic to find an alternate route

The worst place for traffic congestion is the intersection of Barnwell Road and Holcomb Bridge Road. Vehicles can't get through the light and traffic backs up for several hundred feet along Barnwell Road. There needs to be a right turn only lane, a straight lane, and two left turn lanes to move vehicles through that intersection and get them off Barnwell. We don't need medians and roundabouts. And Barnwell is already a 40 mph road so why do we need to remove houses and trees?

Many of the users of Barnwell want to maintain the rural character of the road, natural vegetation, overhanging trees, view and sound buffers to homes lining the road. I am receptive to minor improvements Those could include: . 1) Widening the lanes to current standards (2 ft/lane. 2) Left turn lanes with queues to accommodate the scaled volume requirements Barnwell Elementary will need more, while Niblick needs enough for 1-2 cars max. for example. 3) Be sensitive to the beauty and rural character. People have emphatically stated they want to save it. Retaining walls, concrete, asphalt, needs to be kept to a minimum. What we DO NOT NEED: 3) Bi-directional bike lanes to Nowhere? From Where? Holcomb Br. Rd? Jones Bridge? What a COMPLETE WASTE of taxpayer funds. Where are the studies that proves ANYBODY will use them and does it justify the cost? 4) These Roundabouts that are not roundabouts--but GIANT, EXPENSIVE SPEED BUMPS. This is NOT the purpose and proper application of roundabouts! This is an over-engineered, expensive, regressive option. Roundabouts will be creating traffic stops (yes-stops. Traffic must slow to 0-5 mph to manage mini-roundabouts). Install a mini-roundabout, and I will GUARANTEE commuters will never let City Council hear the end of it. Install one at Niblick and you will be betting your political career(s). . 5) 10 ft. trails?---Just uncalled for. Massive overkill. 6 ft. sidewalks--Where are the studies proving they will be used. We have sidewalks near the school, why do we need more? Hogan's creek needs safe passage. Other than that--not needed! 6) Medians serve no real contribution or improvement. 7) The speed limit needs enforcement and abatement (speed radar signs good step--no reason they shouldn't have been up a year ago). With all the visibility given to this decision, I am expecting City Council and Public Works to listen closely to the users, neighbors and taxpayers of Barnwell and honor out wishes. Thank you for the public hearings! Excellent!

I along with many others I've spoken with are VERY disappointed that some much time and so many resources have been allocated to presenting "solutions" to a "problem(s)" that have not yet been clearly articulated to the community using DATA as evidence. At the Barnwell community meeting the room was FILLED with maps and photos showing possible solutions but not ONE single exhibit showing traffic safety data in the form of accident rates or speeding data to illustrate the problem! Instead there were politicians and staffers reading statements and



talking about the "issues" but again where's the evidence and WHY wasn't it presented at all (much less in the same level of detail as the proposed "solutions"? To simply say there are accidents on the road and speeding or sight distance issues makes no sense at all as there are many other roads - in fact probably the vast majority of roads in Johns Creek that have accidents, speeding and sight distance issues. Before the city spends ANY more tax payer money talking about "solutions" they should CLEARLY make the case that addressing "issues" on Barnwell Road is warranted as evidenced by data - NOT opinion or comparison to other issues that could and maybe should be addressed well before Branwell Road - without this there is no way to know if addressing "issues" on Barnwell vs other streets is in fact the right priority for the city and our tax dollars. One last note, I live directly off Barnwell Road, my family, children and I drive on Barnwell everyday --- so there are few that would be more concerned about safety on Barnwell and those of us that live off the road and use it every day, but we can't effectively and efficiently run our city government and spend tax dollars without FACTS so the bottomline for me and my tax paying voting friends is the city needs to get the FACT base together and then if and only if warranted discuss possible solutions. It's never good to put the cart before the horse - doing so usually results in someone getting run over.

Due to problem with the table above, I was not able to vote some the options as a "7". A median is a TERRIBLE idea and should be a "7" above. A median will INCREASE speed and make it harder to make left hand turns. A collector road should never have a median.

I think it would be nice to keep the character of Barnwell road as just a small connector with a country feel. I think that we should try the less expensive options and see what improvements we get before we consider anything else, especially roundabouts, medians and a pedestrian bridge. It's just a country road so lets keep it that way. We don't need all of Johns Creek to look like the area up around McGinnis Ferry which is just a bunch of new roads with a lot of cement and pavement.

I don't think that anything under consideration is needed for Barnwell Road. Could consider better lighting and trimming back shrubbery.

Are stop lights not a viable option at the major intersections, including the Barnwell entrance to Country Club of the South? Wouldn't stop lights reduce traffic speed while at the same time reduce the risk of cars turning left out of these intersections for a fraction of the cost to widen the road or make other costly and time-consuming improvements?

The most important thing to me would be a red light at the gate to CCOS on Barnwell Road. It is very difficult to turn left out of the gate. Traffic is backed up from the school and makes it impossible to see to turn left. Niblick Rd is so close to Holcomb Bridge. I do not understand why that location was selected. It seems useless to me.

We love walking to school from Foxworth. If there were sidewalks up and down Barnwell, then more families would walk as well. If you 4 lane Barnwell, it will just increase traffic and we will not have the rural feel we have now. We don't want more traffic on Barnwell



Barnwell Road is entirely built out and is all residential. It absolutely does not need to be turned into a 4 lane road. The most important improvement to Barnwell would be how it connects to Holcomb Bridge. It needs to have a dedicated right hand turn lane onto Holcomb Bridge. Two dedicated left hand turn lanes from Barnwell onto Holcomb Bridge would be great but it definitely needs a minimum of a dedicated right turn lane. Three roundabouts 1) at Glen Ferry, 2) Niblick and 3) Rivermont would be appropriate and would slow traffic. Barnwell Elementary and CCOS at Old Southwick and the construction entrance just need long left-hand turn lanes and the ability of other cars to pass to the right of cars turning into the community. We do not think the road should have lights all along it. It's one of the few country roads left and is very pleasant the way it is. We also think the speed limit should just be lowered to 25 or 30 at the area where homes would have to be removed in order to straighten the road.

Marjorie and Michael Keith

What a pleasure to leave Holcomb Bridge or Old Alabama with all their strip malls, fast foods and congestion; Barnwell Rd is the most scenic drive in Johns Creek.

There aren't any problems with this road. I have never had any concerns driving on this road, as well as, entering or exiting this road. Please leave the character of this road alone. It has not been a problem and I have lived at this address for 10 years and used this road many times over that time. In fact, I prefer to use this road over going on Old Alabama toward 141 to the Forum.

Signals indicating "traffic approaching" at limited sight distance intersections is sufficient to handle the Barnwell Road issue. These various proposals appear to be a waste of taxpayer money, and, if traffic flow is "improved" on Barnwell Road, it will attract significantly greater traffic volume, thus, in 5 years, there will be discontent with traffic volume, noise and congestion. Drivers exceed the speed limit because the road is designed for 45-50 mph. Perhaps flashing "CAUTION" signs on approaches to blind intersections would help. Otherwise, you will throw millions away and NEVER fix this issue because you are ultimately attempting to make drivers drive responsibly, and that cannot be legislated, bought, or created with expensive road work. This is a good opportunity to create a separate Johns Creek Police traffic unit who will be paid for by ticketing speeders on roads such as Barnwell. The revenue from speeding tickets and collisions will offset the cost and generate additional revenue for the city, while allowing the non-traffic police to keep criminal activity low. Funds should be spent on intelligent traffic signals, to address the poorly timed traffic signals at Jones Bridge/Old Alabama, as well as the poor intersection design approaching Jones Bridge on Old Alabama Road where there is NO SIGNS indicating two left-turn lanes onto Jones Bridge Road, and traffic flow is disrupted daily by confused or rude drivers who are headed straight on Old Alabama Road. Bottom line is, if the City can't get these simple traffic issues handled, why should anyone place confidence in the City to "fix" Barnwell Road ?

What is the cost for all of these different improvements? I believe the roundabouts will slow down the emergency response time. Speedbumps the ones that make the noise when you ride over them would help the speed and the traffic. Plus it would be less cost. That would not slow down the emergency response time. Who allows their children to walk to school these days?!?!? No one!! So why the sidewalks? All it does is, allow unwanted strangers to climb over the fences and get into neighbors that they are not allowed. We need to think about safety and not a community that looks nice and inviting. I understand the traffic is an issue so what does sidewalks, bike trails, 4 lanes or roundabouts going to help the traffic. Roundabouts will only confuse drivers just like on Sargent rd. It does not help the traffic flow.. It still gets backed up and accidents.. I believe we need to rethink this and look at other ideas..
The road is fine as it is.
I don't believe that ANYTHING needs to be done! I think if Barnwell has roundabouts or gets widened it would lose its charm and would decrease property values. Just leave it alone!!
I don't believe there are any real needs for change on Barnwell Road. There will be no further subdivisions accessing Barnwell and changing it will probably lead to more use as a cut thru to Holcomb Bridge Road.
With the small amount of traffic at the northern end attention needs to be where the traffic builds up near Holcomb bridge. There is VERY little traffic or buildup until you are about 100 yards from Holcomb bridge
Barnwell Road is a beautiful road with foliage lining both sides of it. I'd like to see it remain this way as a treasure in the midst of the suburban sprawl. The road is too narrow and lanes DO need to be widened. I also believe that left turn lanes would be very beneficial in reducing the congestion. My concern with your only proposal for left turn lanes is that there is no option for left turn lanes without the trail. Adding the trail will widen the corridor too much and will require removal of much of the foliage with the placement of the retaining walls. This will dramatically change the aesthetics of the road and be substantially more expensive. I am pleased to see the radar speed signs and believe they will reduce the speed along Barnwell. I believe they are a sensible low cost solution to the speed issue. Thank you for your consideration.
Sidewalk are must.
There is only 2 times the traffic backs up In Morning for about 30 minutes and In the evening for the same reason. Why spend all of our tax dollars on a road that is A road that people take short cuts to get to Holcomb Bridge to save a day.spend the money somewhere else
I forwarded to you last night, however, I forgot to list a key concern of mine and that is how is the water situation being considered regarding run-off from rainfall, some snow perhaps? Also, what is the record of traffic accidents on Barnwell Road the last few years and has this been considered in restructuring at the tip where Barnwell. Meets Jones Bridge? Thank you

<p>Converting Barnwell Road to an Arterial designation will only decrease the safety of the road and is not inline with the City Council's push to focus on the safety of its residents and those traveling through the city. Widening the road to include medians will only allow for an easier transition to an arterial designation later. While it looks pretty on paper the reality is it opens the door to continue 4 lanes all the way to Holcomb Bridge. Increasing the speed to 40 mph on Barnwell Road will decrease the safety for pedestrians and families accessing Barnwell Elementary. Home values will decrease should the road be designated arterial. Improving sight visibility at intersections (which is being done), posting more speed signs (which is being done), allowing for safer police patrols (which is being done), All will have an impact on the safety of those using Barnwell Road. Allowing for a sidewalk the length of the road will add to the home values and allow for safer access to parks and the school.</p>
<p>We need to know the costs of any proposals to make an informed decision on the merits and needs of each. We strongly oppose roundabouts as they will serve primarily to back up traffic during peak times. We oppose medians as they will result in high construction and maintenance costs and will necessitate either widening the road or narrowing already narrow lanes.</p>
<p>In general, I think Barnwell/Jones Bridge is the best road in Johns Creek. Even during rush hour, traffic moves much better on this road than it does on other roads in the area, so I'm not sure why there is so much discussion about changing it. I do believe a continuous sidewalk would be helpful. If someone can walk instead of driving, that helps traffic. If people are using a sidewalk for exercise, that is good for the health/well-being of our community. If it's kids walking to school more safely, that's good for the community, too. Three positive outcomes for relatively low cost seems like a good investment to me. [Also, I'm not sure what exactly is the difference between "sidewalk" and "trail", but I ranked trail higher thinking it might be back away from the road more than a sidewalk. Especially with the elementary school nearby and the likelihood of kids using any trail/sidewalk, I think it's much safer if it is separated a little from the immediate side of the road.]</p>
<p>Many of the "suggested" improvements will not improve the value and aesthetics of the homes along either side of Barnwell road. Many of the "suggested" improvements will require cutting back the abundant trees and foliage that act as a barrier and significantly reduce noise into our homes.</p>
<p>This road does not need much change at all. Do you waste our money. This road needs to be a scenic road, a low speed road.</p>
<p>Leave this Road Alone!!!! To</p>
<p>After the incompetence and resulting nightmare we're dealing with on Old Alabama Road and 141 PLEASE don't engage in yet another project that we don't need, cannot afford, and don't have the governmental competence to plan, design and manage.</p>
<p>Limiting Roundabout to 1 at Rivermont Parkway along with Left Turn Lanes at major intersections should be sufficient to address all current concerns.</p>

Why are you on a mission to spend money to fix a road that is not broken? GO AWAY PUBLIC WORKS!! We don't want you to do ANYTHING to our roads. There must be some fat cat Johns Creek Contractors looking to line their pockets and keep their jobs with this project. The residents DO NOT WANT IT. Interesting how you have yet to publish the cost of any of these so called improvements. Who is going to pay for them??? We don't want them. Why are you shielding the costs from the citizens and taxpayers? You have published everything else but that. We don't want any changes at all.

City seems to be way overthinking the needs for this road. Keep it simple please.

Thank you for well organized meetings on 5/3 and 5/11. As one of the homeowners that would be greatly impacted by the option to straighten out the curve at the north end of Barnwell Road, I WISH TO OBJECT TO THAT PLAN IN THE STRONGEST POSSIBLE TERMS! Not only is it a bad idea to encourage speed to 40mph on the curve, which will significantly increase accident risk on the corner, but it is hazardous to those in the nearby school zone - at appointed times of day, the driver cannot slow down quickly enough to 25mph; the speed will obviously pick up to higher than 40mph (perhaps 50 or even 60mph) on the downward hill; residents leaving neighborhoods would be in more danger as they try to exit onto Barnwell (even with increased visibility); big trucks would be encouraged to use the corridor which is not acceptable to residents (and currently dissuaded); encouraging faster speeds on that corner is more hazardous to residents and school children walking on sidewalks or trails; and it would be wrong to waste taxpayers' money after having spent approximately \$200,000 two years ago to provide sidewalks, landscaping, fencing etc. ... and providing disruption to myself and my neighbors. Furthermore, it would be against community wishes to touch the beautiful oak trees on the preserve located before the curve. Mr Garrison, Development Planning and Engineering, advised you at the 4/23 meeting that the main criteria in future plans is for best safety and operation - straightening out the curve would NOT achieve that aim. I STRONGLY OBJECT TO BARNWELL ROAD BECOMING AN ARTERIAL ROAD. All residents on the Barnwell corridor do not wish to have additional traffic on that road, and would much more readily support road improvements to the Old Alabama/Nesbit Ferry/Connector roads. It is not necessary to impact certain residents, myself included, by having our homes taken to accommodate a wider road - that option would not ease the problem of safety and operation of Barnwell Road, supposedly your main aim. Access to and from adjoining neighborhoods would also be more difficult, and the cost would also be much more distasteful to taxpayers (how much would that cost?) I APPROVE OF THE ALTERNATE # 1 proposal dated August 15, 2015, which increases speed slightly to 20mph, but with a smoother turn on the Barnwell curve using the extra land available on the other side of the road (next to Foxworth and CCOS neighborhoods). My understanding is that this option (which is ready to go) would manage speeds more efficiently on the corner; take traffic away from folks on the existing sidewalk; lessen the incidence of accidents with the central median proposed; and WOULD NOT INVOLVE ANY IMPACT TO GLASTONBERRY, including keeping the sidewalk, fencing, guardrail, and landscaping exactly as it currently is. Additionally, there would be no impact on the historic oaks preserve. I would also support extra lighting on the full extent of Barnwell Road, providing for more safety for drivers, bikers, pedestrians, and deer. Thank you for your consideration.

Please preserve Barnwell as it currently is now. NO CHANGE PLEASE!! we have lived here 24 years, it is a great road!!! Maintaining the trees is your best bet! Brush and debris was recently cleaned up and has improved the road, with great strides. Please put the money into other main roads to reduce wait time at lights. Barnwell should not be a high priority issue. Thanks!!!
Leave as is and install speed bumps to SLOW traffic. Who's paying for this?
Absolutely no roundabouts any place on Barnwell Rd, especially at Niblick Drive. Worst idea ever - just look at Sargent Rd and the mess that has created. Accident Data says a problem does not exist. Overall, I am in favor of wider lanes, wider & more substantial shoulders, left turn lanes where needed and better lighting. Bike lanes in the road would be very unsafe and I'm not in favor of any. Also, adding bike trails, walking trails and sidewalks will change the character of the road and I'm not in favor of any of these. Spending money to straighten the 90 degree curve at Barnwell & Jones Bridge requiring the buying of real estate is absurd. Focus on the real problem which is the intersection of Barnwell Rd and Holcomb Bridge Rd - that's where the money & effort should be spent and leave the rest of Barnwell Rd alone. Radar speed signs are also a good idea to remind law abiders of the speed limit. Perspective of one who has lived on Barnwell Rd 28 years.
Removing trees from the River Corridor is a non-starter. The improvements at the intersection of Barnwell and Jones bridge would be wasted if that turn is changed...if also acts as a speed brake.
I would prefer barnwell remain unchanged!
Keep costs down, and reduce construction time. The side walk project took too long.
Homes were purchased in this area for the community and park like appearance! Also for our community elementary school! No, no, no to more lanes and placing a highway thru our neighborhood....Home values would be ruined! This is a neighborhood not a commercial area!
No wider roads! Will ruin home values and wreck a nice area!
Generally speaking, I rarely find travel on Barnwell to be a problem except at rush hour or around school drop off times. I have lived in the area for 30 years and I do not want to deal with the disruption and environment damage caused by major roadwork, i.e. 4 lanes, roundabouts, sidewalks, etc. It is problematic to make a left turn onto Barnwell out of the Kroger center, especially during heavy traffic. I believe a similar problem existed on Old Alabama east of Haynes Bridge making a left from Starbucks. I believe this was corrected by creating a left turn merging area before getting into Old Alabama traffic. A solution to this problem on Barnwell is needed. Eliminating a left turn is not an option, because there is no other way to get back onto Barnwell.
Do not waste taxpayer money where it is not justified!!

Need a dedicated right turn only lane at Barnwell and Holcombridge, some additional street lights, and the continuation of the sidewalk from the top of Barnwell to Holcombridge. If speeding is deemed to be a serious problem, consider a four way stop sign at Barnwell and the main entrance to River Glen and possibly a three way stop sign up near Country Club of the South.

With the exception of morning and evening 'rush hour', Barnwell Road is pretty empty. Emphasis on fixing the intersection at Holcombe Bridge and Barnwell should be the number one priority. Taking the time to monitor speeding on the road should be the second priority and addressing the entrance at Niblick should be third. I do not support any additional 'enhancements' to Barnwell Road. It is a lovely Collector Road as is. As far as the curve at the north end of Barnwell, if the contractor had not made the curb so close to the road during that renovation process there would not be the current issues. The contractor should be made to make that intersection's curbing right on his own dime.

Basically, I am satisfied with the way Barnwell Rd works now, but I do not use during rush hour. So seeing as something has to be done, I think Turn Lanes and Trimming is the least obtrusive and the least expensive of all the choices available. Also, I don't think your question #7 about the 40mph speed limit is fair. It's a 'Catch 22' situation whether we answer Yes or No, hence we did not answer it. Currently there is a 40mph limit and we believe with turn lanes that speed can easily and safely be maintained.

We should be concerned about the river and how more asphalt would not be good for the environment. The reason for all the traffic lately is due to the nightmare traffic down Old Alabama. This project is taking forever and they don't even work everyday. All the traffic is being diverted to Barnwell as a cut through. Get that project done first before we start anything on Barnwell. Also, please make sure School is OUT before we start anything. Less and simple is the best for the Budget.

Any money allocated for Barnwell/Jones Bridge should first be applied to the main artery of Old Alabama from Old Alabama & Jones Bridge intersections to the Bice Rd. & Old Alabama. Let's be clear a simple task like the Medlock & Old Alabama intersection improvement was a poor reflection of city leadership. In the private sector the consequence for the group awarding the project to a clearly over whelmed contractor would be termination of some degree. Moving forward. If you think the Medlock & Old Alabama intersection improvement was a challenge tackle even the small proposed changes to Barnwell with the same group of city planners and can chalk up a win for the incompetent. Use same contractor used at the Old Alabama & Medlock intersection... well you know that answer. Get one problem fixed you make up with the Barnwell challenges resolved or least a high percentage of the issues.

On question 7, since the speed limit is 40 now, and Barnwell is working well, why is it necessary to make huge changes? I travel Barnwell twice a day and would hate for it to become terribly inconvenient for myself and everybody else who uses it. Thank you.

If you change Barnwell, you should be voted out. The road has worked fine for decades..... please back off City Council and stop wasting our money and time. 90% of people want nothing changed at all.... Barnwell is not the place to be riding your bike or walking, etc. If City Council wants to do something go build another park, don't change a perfect road.



The only problem is speeders, and most importantly the lack of speed enforcement by the police. Modifying Barnwell will only increase traffic and that is not an acceptable solution. All the accidents you're referring to I bet are are speed related. We like the maintain the rural characteristics of Barnwell, we don't want our neighborhood destroyed. Solution: limit speed to 35 mph and enforce it.

Thank you for all the work you have done and are doing to improve Barnwell Road. The square outside the Kroger exit at the corner of Barnwell and HCB is excellent, but some people do not understand the rules regarding its use.

Medians would not be appropriate along this road at all. Barnwell is a beautiful natural corridor into the city. The wider we make the road area, the more natural land on either side of the road that will be destroyed. Medians also require extensive drainage planning and upkeep. I also think a 10 ft wide sidewalk is totally unnecessary. The narrower sidewalks like we have in front of Barnwell elementary are more than sufficient for pedestrian use along the road. If any landscaping is done along the road, the city should only use native plants. As a National Wildlife Federation Certified Wildlife Habitat, Johns Creek is known for its natural areas and conservation efforts. No one who lives along this road chose to live in a commercially landscaped area. There is a great deal of existing wildlife, and native grasses, trees and other vegetation line the road. Every effort should be made to keep the areas along the road as natural as possible. I also strongly disagree with making Barnwell a four lane road. In addition to destroying a large amount of beautiful wooded areas that we all love, creating a four lane road will make Barnwell a major arterial road, which none of us want, especially with an elementary school right there on the road. I think the intersection at Barnwell and Holcomb Bridge is a major priority, as is widening the bridge, as both areas are dangerous, especially in the rain. Getting out of the Kroger parking lot onto Barnwell also need to be improved, as most residents drive this way on a regular basis.

Considering that this collector road has both an elementary school and a nature preserve speed is definitely a concern so making it an arterial road and increasing the speed limit throughout and speeding up the curve would be completely counterintuitive. I am not completely opposed to roundabouts and sidewalks in addition to the speed signs. But given that deer are constantly crossing. You need to keep speeds slower and changing to arterial rd would only increase chances of animal car fatalities.

I can not imagine how turning Barnwell Road into a 4 or 5 lane Arterial Road could be seen as an improvement for the immediate communities or for Johns Creek. Why would we want to invite more traffic to pass through this area as another path north into Forsyth county? This is a completely residential area between Holcomb Bridge and Old Alabama, and increasing traffic in that area would be a terrible mistake with negative impacts to this Johns Creek community.

the real key here is I am 100% against the straightening of the road which will force the city to buy property. I am also 100% against the idea of turning barnwell into a 4 lane road.

**Barnwell Comments:**

(Emails, social media comments)

**Email from:** [REDACTED] (Mon., May 2)

**Dear Council Members:**

**As I will be traveling on both dates for the community open house regarding the proposed Barnwell Rd project...please remove all roundabouts from this proposed project (point 2 below). It is overwhelming clear that the vast majority of the community does not support this as a solution. Additionally, for the record I do not support bicycle lanes for this road as out line in point 6 below. For the record I live at 1035 Bedford Gardens Drive, Johns Creek.**

**Email from (May 9)**

Why can't u just put a stop light. Do not endanger us by making it 4 lanes

**Email From:** [REDACTED] (May 11)

Keep Barnwell Rd a small community road / don't just look for ways to spend or taxes. Been here 40 yrs .

- Johns Creek messed up by trying to BEAUTIFY the curve @ Jones Br & adding stupid c concrete & a wooden walkway - do u know how narrow that road became w/your help? What were u thinking? Wood rots, duh, & then those stupid semi trucks try to go down the "quiet" Barnwell & complicate that curve. Just \$\$\$ spent - our \$\$\$.

- J.Ck did help with H.Br intersection turn - then MESSED up by installing white posts & decreasing the right turn lane size as u try to turn into Kroger -

Are u just trying to see how many senior citizens u can get to crash into those doggone posts, on a good day?

- faster won't do anything but add more traffic & We Don't Need That.

Let the neighborhood decide - we r the ones that drive it.

Rice family



## Nextdoor:

from River Glen2d ago

Barnwell Road Concerned Citizens,

Tonight, the City of Johns Creek will be hosting a public input session to determine the future of our bucolic rural road, Barnwell.

This morning, I drove the entire length of Barnwell, noting the vegetation, overhanging trees, shrubbery, natural flowers, mimosa trees, and privacy granted houses close to the road.

All of this is in jeopardy....

Tonight, we will be hearing proposals to:

- --Widen the lanes adding 4 feet,
- --Add two bi-directional bike lanes (4 ft. EACH) to nowhere,
- --Add 10 ft. sidewalks (called trails) and 6 ft. sidewalks.
- --Possibly adding up to 3 (down from 5) MINI-roundabouts even at extremely at low-volume on just the southern end intersections (the northern ones were nixed by the neighborhoods and school),
- --Multiple retainer walls, some approaching 10 ft. tall.
- --Total widening of up to 27 feet.

Nobody is disputing that Barnwell doesn't need some improvements (left turn lanes, acceleration lanes, brought up to width standards), but the safety issues are in serious dispute and 90% of the sight distance

challenges have been addressed simply by cutting back vegetation.

--Widening lanes and left turn queues are all the road needs.

There is simply NO REASON to spend the (original estimates \$10.2m) for so-called improvements the taxpayers don't want or don't need.

Let's keep the rural and country character of Barnwell road!

Have your voice heard at the Public Hearing TONIGHT, Mt. Pisgah, 7pm.

from Rivermont2d ago

Not going this evening but will be there on the 11th. Here are my thoughts, which I have shared before,

Personally, I am with the maintaining the two lane crowd. Absolutely nuts to change the character of our road for the WORSE by making it easier to speed through our area or for imagined safety concerns. And, by the way, lowering our property values.

I thought, with the sidewalks and landscaping improvements, we were on the road (no pun intended) to making Barnwell a superior residential, scenic roadway. We have an elementary school, a private park, a public park and teaching facility, and a national recreation area bordered with golf course open spaces and tennis facilities. And besides it's in the corridor of the Chattahoochee River. There is nothing commercial along the way and all residential areas have been built with the character of Barnwell staying the way it is or improved to make it more people and recreation friendly.

Extending those sidewalks would make the road pedestrian friendly and encourage walking and bike riding, as well as use of those parks and other facilities. Traffic calming efforts should be implemented. This should be a jewel in the crown of Johns Creek and not a pass through for those coming from further north.

I am much more interested in deterring traffic than bowing to it.

. from [The Country Club Of The South](#)1d ago

All --

If you want to see the "view map" links you will need to do that first before filling out your information as the site will not save any information you filled out. Do NOT select "Fit to Page"

Additionally, on my screen, I cannot see the entire map without making zooming out. There is a button on the bottom of the screen (allowing the user to Zoom Out or Zoom In, or Entire Map -- which by the way is everything and you can't make out anything. And if you happen to do it just to test it -- you can't get out of the "Fit to Page" image. So now, I can't even tell what the other options are unless I close the window and select the link again.)

I had to give up so, I can't provide any additional insight.

City of Johns Creek --

Honestly, the experience is very clunky and hard to use and if you really opinions -- it will need to be an easier experience. Most people are not going to spend the time to go through each link (which opens up within the same window, erases your previous answers/information and then doesn't display well on the screen)

I do a lot of CX and design and this is not a fun experience. You will want to make your survey easy and quick to use -- does not meet the minimum requirements. I am afraid you guys may lose a lot of people with the fact that they can't even see what they are selecting. And the ease

of use is not there. I understand that this is a complex survey but complex and hard means that people are not going to enter information correctly, or will partially answer the survey or they won't even bother to fill it out.

Just my thoughts and commentary -- as I could not complete it myself as it was incredibly time consuming.

from [St. Ives](#) 1d ago

The webpage is also not responsive design or mobile-friendly. i.e. Can't be view properly on iPhone...

from [River Ridge](#) 1d ago

Great forum! They asked and they listened. Highly recommend attending next Wednesday's gathering. Most informative and folks left appreciating the opportunity to learn and be heard.

[Thank](#) [Remove](#)

. from [River Glen](#) 28 Apr

I checked the link you provided and the interim measures make a lot of sense. I'm glad to see that the interim measures were well thought out and don't change the character of Barnwell Rd. Very well done!

from [Chartwell](#) 15 Apr

Barnwell Rd works fine. A bit congested at Holcomb Bridge, but last I heard it could not be widened.

How about widening Old Alabama Rd from Jones Bridge Rd to Hwy 141. Make it a 4 lane. There is plenty of right of way. What is the hold up?

from [Glastonberry](#) 16 Apr

The Open House proposes a new option to make Barnwell Road a four lane "minor arterial" road like Old Alabama Road. Citizens will decide if they want preserve Barnwell Road as a residential collector road ("a two lane roadway with a more rural character that keeps the neighborhood feel") -or- make Barnwell Road a new minor arterial ("Old Alabama Road with 4 traffic lanes and turn lanes"). Citizens "vote" by submitting survey cards. The City Council April 11 Work Session Agenda shows this new four lane roadway (minor arterial) proposal was added to the Open Houses.

from [Rivermont](#) 16 Apr

Keith, thanks for highlighting the importance of labels given to a 2 lane road versus a 4 lane! A key decision that concerns all of us neighbors is whether Barnwell continues to be categorized as a neighborhood "collector" road (2 lanes) or changes to a "minor arterial road" with more

lanes and higher speed limits. From reading all the posts, it looks to me that virtually everyone agrees we want it to continue as a two lane "collector" road. Solutions for safety need to be identified. It seems everyone has an opinion about safety engineering. :-) I hope people will clearly assert their preference for Barnwell as a two lane road.

from [Rivermont](#) 16 Apr

I am with the maintaining the two lane crowd. Absolutely nuts to change the character of our road for the WORSE for imagined safety concerns. I thought with the sidewalks and landscaping improvements we were on the road (no pun intended) to making Barnwell a superior residential roadway. We have an elementary school, a private park, a state park and facility, and a national park bordered with golf course open spaces and tennis facilities. And besides it's in the corridor of the Chattahoochee River. There is nothing commercial along the way and all residential areas have been built with the character of Barnwell staying the way it is or improved to make it more people and recreation friendly.

Extending those sidewalks would make the road pedestrian friendly and encourage walking and bike riding, as well as use of those parks and other facilities. Traffic calming efforts should be implemented. This should be a jewel in the crown of Johns Creek and not a pass through for those coming from further north.

I am much more interested in deterring traffic than bowing to it.

from [River Glen](#) 2d ago

As you travel Barnwell Road to the Public Input meeting tonight, take the time to notice a few things:

- Notice the trees overhanging the roadway, creating a cool, shaded tunnel for your commute,
- Pay attention to the scenic greenery on both sides of the road, providing natural and lush privacy and sound abatement for neighbors' homes backing onto the road,
- What about those wild blooming magnolia and mimosa trees and blackberry shrubs lining your trip.
- Heed the wildflowers, ranging from morning glories to bright yellow ragweed brightening your path.
- Note how smoothly traffic (usually) flows without stop/starting frequently.

One would be hard-pressed to find another road with such a scarce organic, natural and rural character in any suburban community.

Once it is radically altered with major changes, it will NEVER be the same. We will LOSE the very things we liked and compelled us to move here.

To be sure, Barnwell needs some attention—widening lanes to standards, line-of-sight

maintenance, left turn queuing lanes and speed abatement measures. But if you want all the bells and whistles, bi-directional bike lanes, trails, sidewalks, MINI (meaning “small”) roundabouts, sidewalks—what you also get is 27 additional feet asphalt, concrete, 10 ft. tall retaining walls, and a bobsled run for a commute.

You can FORGET that natural green foliage, homey feel and free-flow traffic movement we enjoy every day.

As you give your feedback on the avalanche of things the Public Works department is pushing to build on Barnwell, please consider what you will be losing—forever.

Changes to Barnwell should be OUR PLAN for OUR ROAD! Tell your city leaders and Public Works tread lightly and give us what WE want for OUR road!

### **Facebook:**

██████████ Hopefully the City of Jones Creek will think how this will impact the many residents that are already close to Jones Bridge road. This includes our property value, drainage and noise issues.

██████████ My Home for 12 years!

### **Dropped off response at the May 11 Barnwell Open House:**

Personally, I am with maintaining the two lane crowd. Absolutely nuts to change the character of our road for the WORSE by making it easier to speed throughour area or for imagined safety concerns. And, by the way, lowering our property values.

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Extending those sidewalks would make the road pedestrian friendly and encourage walking and bike riding, as well as use of those parks and other facilities. Traffic calming efforts should be implemented. This should be a jewel in the crown of Johns Creek and not a pass through for those coming from further north.

I am much more interested in deterring traffic than bowing to it.

██████████